The Commercial Car Journal

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What Makes a Truck Dealer Successful

An Analysis of Dealer Operating Statements That Shows Why Some Dealers Are Making Money While Others Are Not

By Donald Blanchard

SUCCESSFUL selling of motor trucks at retail depends not only on the dealer's securing an adequate volume of sales but also on his ability to keep his costs of doing business within limits that will permit him to net a satisfactory profit. Unfortunately no comprehensive survey of the costs of selling either cars or trucks, which would provide standards for the guidance of the dealer, has ever been made, but some figures furnished by Edward Payton and published by the National Automobile Dealers Association throw some interesting light on why some dealers make money while others faced with substantially the same conditions do not. While these figures apply to the passenger car field, their close study results in conclusions that are applicable to the truck dealer's business.

In the N.A.D.A. tabulation, which is reproduced herewith together with some derived data, consolidated operating statements are given for 17 dealers who are making money and 83 who are not, a total of 100, all of whom sell only at retail. These figures show the results of new and used vehicle selling operations only and do not include sales of or profits on service and parts, as their inclusion would obscure the main issue. In attempting to discover the reasons for the success of one group and the failure of the other, the following points stand out:

1. The major reason for the losses of the 83 is that they lost more money relatively on used vehicles than did the 17 who made money.

2. The general and administrative expenses of the unsuccessful group is higher than for the 17 who operated at a profit.

3. The direct expense of the 83 dealers who lost money is over that of the successful group.

Analysis of the figures indicates that while two-thirds of the difference between the showings of the successful and unsuccessful dealers is attributable to used car trading, one-third is the result of high direct and overhead expense. This comparison brings out a point of real importance, for so much has been said on the subject of used truck losses that it has tended to obscure the fact *that unnecessarily high expenses are partly responsible for the difficulties with which some members of the trade are faced.* Every effort should be made to minimize losses on used trucks but at the same time no dealer can afford to pass up any opportunity to slash his direct or overhead costs.

To put the actual operating figures on a comparative basis, the distribution of $100 of new car sales income is shown for each group in the columns at the right of the tabulation. It will be noted from these comparative figures that the 17 enjoyed a gross profit of $21.80 on each $100 of new car sales as compared with a gross of $21.60 for the 83. This difference is small but it is fair to point out that if the 83 had received as large a gross as the 17, their losses would have been reduced from 74 to 54 cents on $100 of new car sales.

It will be noted that the average new car sales volume per dealer of the successful group is $360,000 as compared with $374,000 for the unsuccessful group. This indicates that the more favorable showing of the 17 is not attributable to larger volume. Moreover, the average new car sales price of the 17 is $105 less than of the 83.

In addition, the 17 sold 109 used cars for each 100 new units moved as compared with 107 for the 83 dealers who lost money. Consequently the showing made by the successful group is not the result of limiting trade-ins but rather of better used-car buying and selling methods, a conclusion which is borne out by the figures.

The table shows that the successful group invested $31.63 in used vehicles out of every $100 of new car sales income, this investment consisting of the cost of used cars sold plus the expense of the used car department including a share of the general overhead. Of

this investment, the 17 recovered $27.77 in used car sales, making a net loss of $3.86 on used car trading per $100 of new car sales. The successful group was able to salvage 88 per cent of its used car investment.

On the other hand, the unsuccessful group tied up $38.20 in used cars and recovered but $32.40 in used car sales for a net loss of $5.80 on each $100 of new car sales. Moreover this group was able to salvage in the form of used car sales but 85 per cent of its used car investment.

Comparing the used car trading operations of the two groups, it is significant that the 83 invested $6.57 more in used cars and lost $1.94 more on their trading operations per $100 of new car sales than did the 17. Mr. Payton has found in his work with dealers that the unprofitable business almost always has a high ratio of used car investment to new car sales and a low ratio of used car sales to investment. The figures under consideration support this conclusion as these two ratios are 31.63 and 88 respectively for the 17 as compared with 38.20 and 85.0 for the 83. In general, the figures indicate that the successful group were the more efficient used car merchants.

Leaving the question of used cars for the moment, let us take up some other features of the table. The successful dealers spent $4.43 for general and administrative expense as against $5.09 for the unsuccessful group, per $100 of new car sales. The difference is 66 cents, which indicates that if the 83 had held their overhead at the level of the 17, their losses would have been reduced from 74 cents per $100 of new car sales to 8 cents. In addition the direct sales expense of the successful group was $11.15 as against $11.43 for the unsuccessful dealers, per $100 of new car sales, a difference of 28 cents.

The total of direct and of general and administrative expense for the 17 is $15.58 as compared with $16.52 for the 83. Consequently, leaving used cars entirely out of the picture, it cost the unsuccessful dealers 94 cents more to sell $100 of new vehicles than it did the successful dealers. If the 83, therefore, had brought their selling expense to the level attained by the 17 they would have turned a 74-cent loss into a 20-cent profit per $100 of new vehicle sales. This emphasizes the point that, while used vehicle trading may be the major source of loss, that should not be allowed to obscure the fact that much can be accomplished by paring direct and indirect selling expenses. A dollar that can be saved on these expenses counts for just as much as a dollar salvaged on used truck operations.

After deducting the cost of new units sold and selling expense, the 83 had $5.08 left as compared with $6.22 for the 17, per $100 of new units sold. This difference, as had been pointed out, is due mainly to the higher selling expense of the unsuccessful group although their lower gross profit also is a factor.

The successful dealers parted with $3.86 of their margin in over-allowances on trade-ins or, more correctly, in price cuts on new units, leaving them a net profit of $2.36 per $100 of new units sold. The unsuccessful group, on the other hand, gave up $5.80 on the same basis, resulting in a net loss for them of 74 cents.

This brings up the question of how much a dealer can afford to cut the price in order to sell a new truck. It is a simple figure to arrive at. If he cuts the new truck price, whether by an over-allowance on a trade-in or by a direct reduction, by more than his net profit before used truck losses are deducted, he must lose money. To break even or to make money, the price cut or the over-allowance on the used unit must be equal to or less than his net before used truck trading.

To illustrate, let us take the sale of a truck at $1,000 by a dealer operating his business on the basis of the ratios shown for the 17 successful dealers. His gross profit on this sale will be $218, of which selling expense will absorb $155.80, leaving him a net of $62.20. Let us assume first that it is a deal involving no trade-in. In this case, he can reduce the price by any amount less than $62.20 and make money on the deal. If he reduces it more than $62.20 he loses money. In short he must get $937.80 for the truck to break even.

Now let us assume a condition where a trade-in is involved. Suppose that a truck is offered that has a market value of $400 and let us arbitrarily say that used car department expense, including overhead of handling and selling this vehicle plus any reconditioning charges, amount to $75. Obviously the dealer can not allow any more than $325 if he is to avoid a direct loss on the vehicle. On the other hand, suppose that an allowance of $325 will not get the order for the new truck, a condition which, to say the least, is not unlikely to develop, how much further can he go without losing money on the deal? After absorbing his new truck selling expense he has $62.20 left on the $1,000 new truck. Therefore, he can allow $325 plus $62.20, or $387.20 and break even. If he can close the deal for a lesser allowance, he makes money. If he allows more, the complete transaction shows a loss. Using the figures for the successful group of dealers, they would buy this used truck at $325 plus $38.60, or $363.60, and

	Consolidated Operating Statements			Distribution of $100 of New Car Sales Income	
	17 Successful Dealers		83 Unsuccessful Dealers	17 Successful Dealers	83 Unsuccessful Dealers
New units sold		5,395	25,040		
Used units sold		5,898	26,704		
Used units sold per 100 new units		109	107		
Average new car sales per dealer		$360,000	$374,000		
Average price per new car sold		1,135	1,240		
Total new car sales		6,122,745	31,032,076	$100.00	$100.00
Cost of new car sales		4,788,781	24,335.665	78.20	78.40
Gross profit		$1,333,964	$6,696,411	$21.80	$21.60
Direct expense				$11.15	$11.43
General and administrative				4.43	5.09
Total new car sales expense		953,624	5,130,861	15.58	16.52
New profit before used car trades		$380,340	$1,565,550	$6.22	$5.08
Used car investment*	$1,935,316		$11,836,760	31.63	38.20
Used car sales	1,699,796		10,042,347	27.77	32.40
Net loss used cars		235,520	1,794,413	3.86	5.80
Net profit or loss	(Profit)	$144,820	(Loss) $228,863	(Profit) $2.36	(Loss) $ .74

make a profit of $23.60 on the entire transaction.

The same illustration applies when the figures for the 83 are employed except that, because of their higher new vehicle selling expense and lower gross margin, they would have but $50.80 to barter with on the deal. If they followed their past practices, however, they would over-allow $58, or $383, and thus lose $7.40 on the deal.

Net profit must come from gross profit. After direct and overhead expense on new truck sales has been deducted from gross, what remains is all that is available for net profit and for price cuts either in the form of direct reductions or over-allowances on trades. If the average price cut on new truck sales is more than this remainder, it is obvious that neither increased volume nor anything else will make the business profitable.

The big leak in dealer businesses unquestionably results from used vehicle trading. It is not, however, the only leak, as the accompanying table shows. Either direct or overhead expense, or both, as it is in the case of the 83 unsuccessful dealers, may be unnecessarily high.

Making money demands not only the proper conduct of used truck buying and selling activities, but also paring down the other expenses of doing business to a minimum in relation to the volume handled.

Draft of Model Traffic Code Now Ready

It Marks the First Step in Organized Effort to Standardize Municipal Traffic Control Methods

WITH each of the country's numerous municipalities attempting independently to solve its individual traffic problem and usually without any factual basis such as an engineering study provides, a mass of conflicting legislation, rules and practices has come into being in recent years. As a result a chaotic condition has been created which, as the truck trade knows, is impeding traffic and adding to the hazards of motor vehicle operation.

Publication of the tentative draft of a Model Municipal Traffic Ordinance by the National Conference on Street and Highway Safety, marks the completion of the first step in an organized effort to bring order out of the present chaos. This model ordinance is the result of an exhaustive study of existing traffic ordinances in a large number of American cities as well as of other pertinent data, and police officials, engineers, traffic judges, representatives of motor clubs, railroads, safety councils and other interests appointed by Herbert Hoover, Secretary of Commerce, assisted in drafting it.

Covers Purely Local Matters

The model ordinance covers purely local matters such as the authority of local police in the direction and control of traffic, the erection of necessary signs and signals, parking regulations, special rules for the protection of pedestrians and certain driving rules peculiarly necessary on city streets. Inasmuch as it is believed that city ordinances should be mainly supplemental to state laws, the provisions of the model ordinance conform with the Uniform Vehicle Code which the National Conference prepared some time ago and which since has been quite widely followed by state legislatures.

Copies of the tentative draft of the Model Ordinance are now being mailed to all interested parties and criticisms of any of its features are invited by the National Conference, which may be addressed in care of the Department of Commerce, Washington, D. C. When these criticisms have been considered, any desirable revisions in the tentative draft will be made, following which the Conference will adopt the ordinance as standard. It will then be made available to municipalities as a guide for them in framing traffic legislation and in coordinating their traffic control methods with those of other towns and cities so that the motor vehicle operator will not be confronted with a different set of traffic laws and rules in each town he enters.

Whole-Hearted Recognition Expected

Judging from the reception accorded the Uniform Vehicle Code by state law-making bodies, the recommendations of the National Conference as presented in the model traffic ordinance may be expected to carry considerable weight and to be quite widely followed by municipalities. Moreover, results that have been obtained in states which have taken advantage of the Uniform Vehicle Code, provide a rather secure basis for confidence in the soundness of recommendations of the National Conference.

For example, in the North Atlantic States, where the Uniform Vehicle Code has been adopted rather generally, there has been a 64 per cent increase in fatal automobile accidents since 1920, during which period registrations have increased 158 per cent. In the Middle Western States where the Code has not been accepted so widely, there has been a 100 per cent increase in fatalities in the same period despite the fact that registrations have gained but 126 per cent. In the South, where but few states have taken advantage of the Code, registrations have increased 194 per cent since 1920 but fatal automobile accidents show a gain of 230 per cent. This is rather striking proof of the results produced by the Code and inasmuch as the Model Ordinance originates from

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Making Market Anal

Careful Study of Transportation to Get More Sales

By JAMES W.

BECAUSE of the highly competitive conditions existing in the truck field dealers are devoting more and more time to the question of directing sales effort along lines most likely to be productive. They recognize the ideal of more sales or greater profits, or both, but they are confronted with the problem of resolving this general policy into elements which have application to their own businesses.

Dealers are finding, too, that sales programs must be flexible, no matter how well-planned they may be. General business conditions are changing and local influences are exerting themselves and it is necessary to alter the objectives of sales effort accordingly. In many instances it is advisable to extend the scope of this effort or to direct it in new channels because of these circumstances.

Progress depends, naturally, upon the acts of individual salesmen or dealers acting as such and it follows that programs and policies must be sub-divided into jobs which can be assigned to individuals. The manner in which several successful dealers or sales executives have worked out definite detailed programs is recounted below.

One of these executives is having an analysis made of his territory to find out the names of all concerns having need of individual truck transportation. He believes that the best future market for trucks is made up of individual owners such as factories, wholesale houses and similar commercial enterprises. Many of these organizations require transportation which is matched exactly to their plan of operation and neither railroads nor common carrier trucks can fill this need adequately.

The idea was suggested to him by the growth of business of one of his customers. The owner started with one truck and secured a contract to haul part of the output of a mill to nearby cities. The service given was adapted to the wishes of one shipper and was much

ysis Pay

Needs is Helping Many Dealers From Their Territories

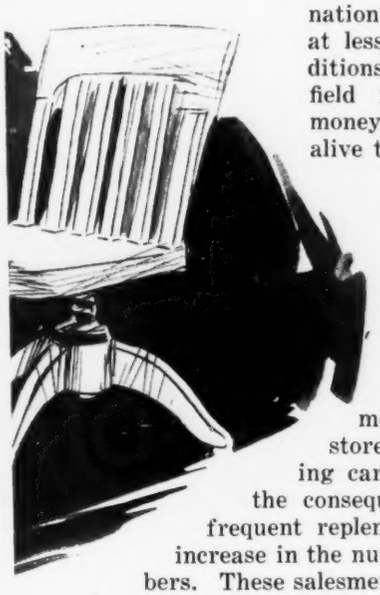
EIGHT different dealers and salesmanagers cooperated in the preparation of this article. It tells briefly of some of the methods they are employing successfully to get increased sales from their territories. Perhaps you can use some of the ideas presented.

COTTRELL

more flexible than the rail service which it supplanted. The truck owner found other opportunities for business and bought a second, third and fourth truck. With each increase in the size of the fleet the tendency toward uniformity became stronger and the owner gradually established a motor transportation line with established service at fixed intervals. Meanwhile much of the individual contact of "one-truck" days was lost.

This incident revealed the fact that there is a need for "tailor made" motor transportation and that sales may be made either to concerns requiring the transportation or to contract carriers who supply individual service.

Another sales manager is giving some thought to the question of interesting outside capital in successful trucking concerns with a rapidly increasing volume of business. There are two reasons for this plan. The manager found that men with capital are becoming interested in trucking as a business—a condition which did not exist a year or so ago when so many irresponsible operators were running trucks. Tightening of credit terms by factories and dealers has eliminated many of the fly-by-night operators who thought gas and oil constituted the only cost of operation. In their stead there is an increasing number of owners who know costs and are satisfactory credit risks. By inquiring among dump truck operators this executive learned that restriction of credit has tended to stabilize their business through elimination of operators who worked at less than cost. These conditions make trucking a better field for the investment of money and this manager is alive to the possibilities of the situation.



A special effort to sell trucks to jobbers is being made by salesmen of a successful branch. The plan is the result of a study of the effect on other lines of trade of hand-to-mouth buying by retail stores. Small stocks are being carried by these stores and the consequent quick turnover and frequent replenishment call for a large increase in the number of deliveries by jobbers. These salesmen are taking advantage of these facts and are calling on all jobbers.

A promising field for sale of heavy-duty trucks is the development of small natural deposits of sand and gravel within a radius of 15 miles of large cities. A dealer learned recently that there are scouts who are constantly prospecting for these deposits within trucking distance of cities or near the routes of highways about to be hard surfaced. From conversation with one scout the dealer learned that truck transportation makes it possible to develop deposits which are too small to justify the building of a railroad siding or spur. If these deposits are found within easy trucking distance of a city they may be quite valuable. The dealer also found out that some of the scouts are regularly employed by building material firms while others operate independently and sell their discoveries to the best advantage. As this dealer has a wide acquaintance in the building and contracting field in his city he is able to be of assistance to the scouts and in return is given information on which he can base effective sales work.

Inter-City Speed Service

A progressive salesman is making a special effort to sell pneumatic-tired speed trucks to intercity haulers owning heavy-duty solid-tired trucks. He is making effective use of the argument that the speed jobs make a long trip in about one-half the time required by heavy-duty vehicles and that this saving in time is more important than the saving a few cents per hundredweight to many shippers. This argument is followed with the suggestion that the purchase of one or two speed trucks to supplement regular service will enable the prospect to retain business which otherwise might be lost to competitors. As competition is keen for intercity business this idea makes an impression on the prospect.

An inquiry from a fish and game commission for a truck with a body for hauling live fish in cans for restocking lakes awakened one dealer organization to the fact that quite a few trucks are sold to others than "the butcher and baker and candlestick maker." As a result of the inquiry one salesman is devoting a part of his time to looking up prospects for special purpose trucks, distinctive custom-built bodies, and other unusual vehicles. In the latter classification are payroll delivery bodies, bodies of special shapes to correspond with products and de luxe delivery trucks.

Work of a similar nature is being done by the sales force of another dealer to discover new outlets for the sale of trucks. This is undertaken in connection with the routine "post mortem" held over the list of new registrations compiled from the official lists. Every new registration of a new truck of a competing make is considered a lost sale and an effort is made to explain why it was lost. A sale to a prospect who has not been solicited is taken up for special consideration and if the truck is destined for a new use this fact is reported to all salesmen. As a result the salesmen go after business in this field.

When a salesman in a large city sold a bus to a manufacturing plant he surprised his associates and many of his competitors. They thought at first that the firm

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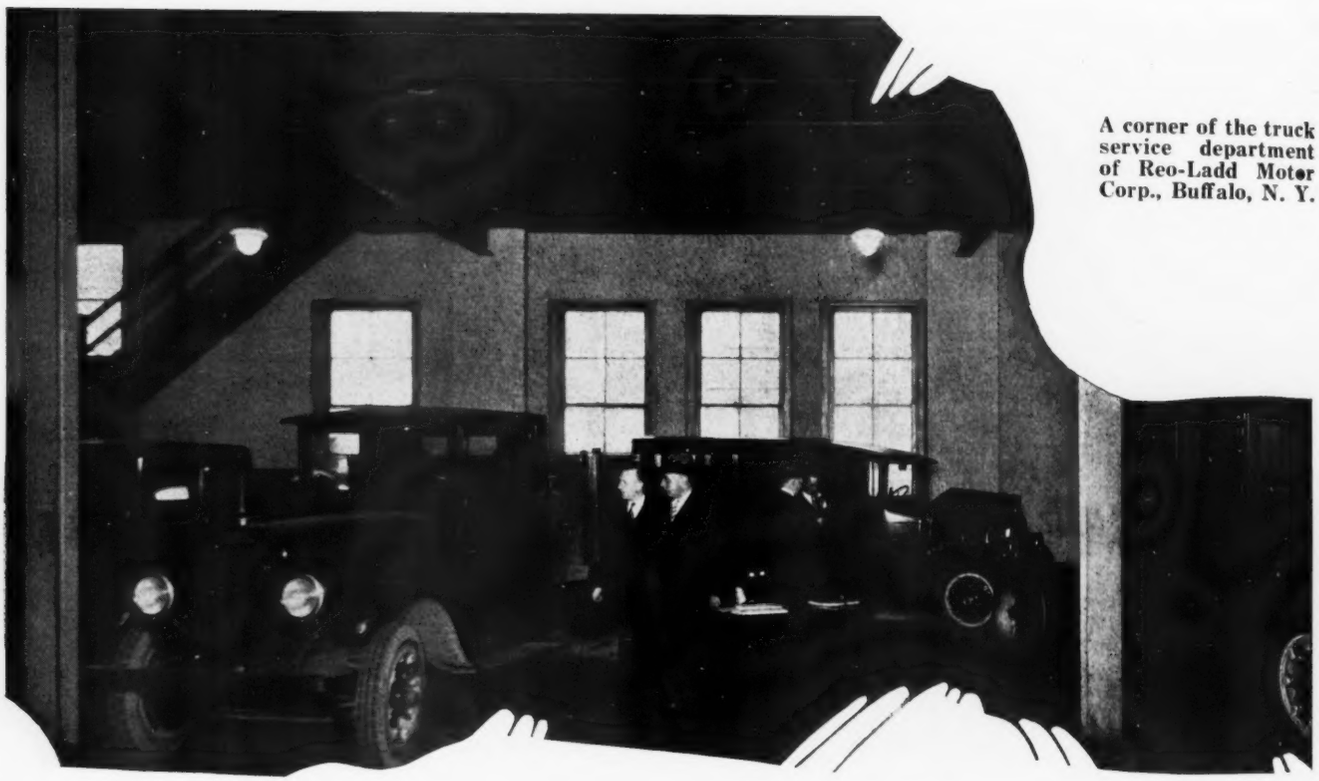
Do You Follow Up



A corner of the truck service department of Reo-Ladd Motor Corp., Buffalo, N. Y.

MORE than one manufacturer has often wondered, and with reason, what percentage of the tons of printed matter and direct mail aids which he has gotten out to help his dealers sell cars is actually used and what percentage is eventually dumped out without being used.

Many a manufacturer, in sending out direct mail selling letters to customers and helping his dealer thereby, knows full well how many dealers lie down on the job and don't do their share in following up this help and making the most of it.

Perhaps it is human nature to pass up aid of this kind which is usually given freely and without much, if any, cost or effort on the part of the dealer. But in direct contrast to that condition which is more common that it might well be among commercial car dealers, Reo-Ladd Motor Corp., Buffalo, N.Y., follows up the help of the manufacturers with the greatest care.

For example, for the last several weeks, a cooperative selling plan has been worked between the Reo-Ladd salesmen and the factory. Several letters have been sent direct to customers and to prospects by the factory, wroking from a list provided and rechecked by Reo-Ladd.

Where the cooperation of Reo-Ladd comes in is in following up these letters almost daily with a personal call—not a week or two or a month or two afterward when the customer has forgotten all about the letters but within a day or two of the time when has been determined by the factory as the most effective for following up such letters.

Reo-Ladd commercial car salesmen average the year around from seventy to eighty personal calls per salesman per week. It is believed that this is somewhat higher average than is usually the case, particularly in this field of automobile selling.

Mr. Kraus meets the two salesmen who are now working for him on commercial car sales at the headquarters of the company at 8 o'clock in the morning. Plans for the day are discussed and by 8:30 or 9 o'clock at the latest all three of them are out of the office on their way to their first calls of the morning.

In the effort to cover as much ground as possible, Mr. Kraus finds that it is constantly necessary to guard against making calls too brief or casual. Some must necessarily be that way, but never from the choice of the salesman. Mr. Kraus finds that the ideal salesman is the one who is able to make his mood fit that of the person he is attempting to interview. In this way, some interviews may be made effective though they also may be brief. On the other hand it may be that the salesman will have to spend considerable time with a prospect, even to the extent of bringing him to the Reo-Ladd headquarters and showing him the full line of trucks there on display, and then returning him to his office.

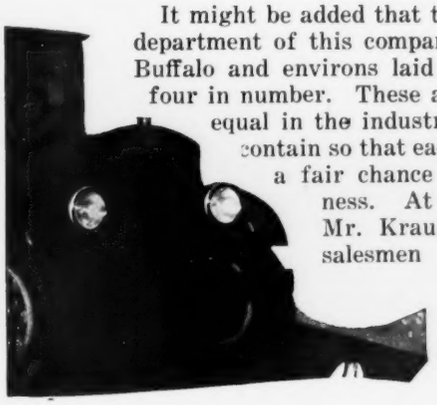
Usually salesmen give preference to the follow-up calls suggested by the factory in its direct mail advertising program and also include with each day's list of calls a group of their own.

Instead of quitting for the day when they feel like it and going home, the salesmen in the Reo-Ladd commercial car department report back to the office in person between 5 and 5:30 o'clock in the afternoon. There, briefly, they discuss with Mr. Kraus their work of the day.

the Factory's Direct Mail Advertising?

By Lloyd S. Graham

Reo-Ladd of Buffalo Does and Finds That It Helps Materially in Making Sales



It might be added that the commercial car department of this company has the city of Buffalo and environs laid off into districts, four in number. These are somewhat near equal in the industrial activities they contain so that each salesman stands a fair chance to bring in business. At the present time Mr. Kraus and one of the salesmen are working the four districts together in addition to their regular work. But in time another commercial car salesman will be put on to take care of that district.

Undoubtedly the most extraordinary part of the Reo-Ladd commercial car selling plan is the careful and authentic history it keeps of the Reo commercial cars which it sells. This is handled by the service department but is constantly available to the salesman.

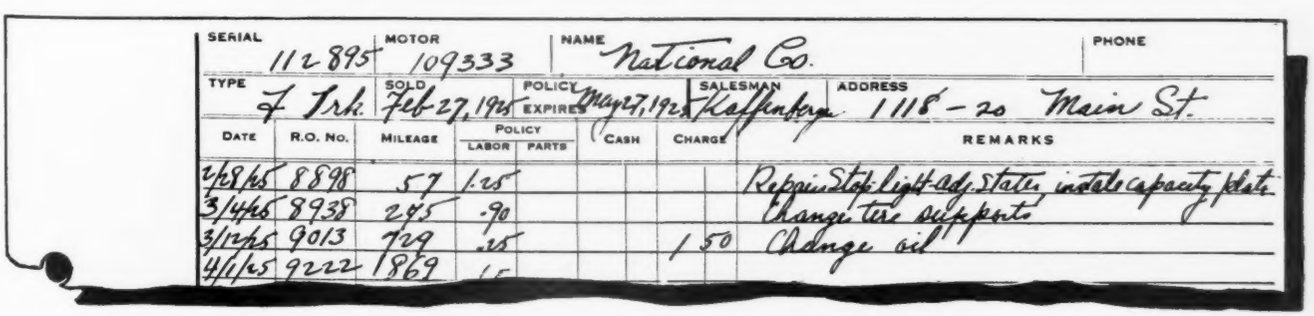
From the time a Reo commercial car is sold by the Ladd organization, it never enters the shop for any purpose whatsoever, but that a note of that fact is made in the service history of that car with a complete report of the work done on it each time, or the purpose for which it was brought in.

For example, under ordinary circumstances when a truck salesman enters the office of a truck owner, if that owner is dissatisfied with the service of the trucks he has bought of the salesman's company, he can rant and rave all he wishes and the salesman usually has no answer. He doesn't really know but what the things which the owner is claiming happened actually did happen. He has no simple way of finding out one way or the other.

In the Reo-Ladd plan, the salesman can always find out. In fact when such signs of dissatisfaction occur, it is customary for a Reo-Ladd salesman to tell the customer that he will look up the record of the truck which he is dissatisfied and if he has a real cause for complaint, a proper adjustment will be made.

There was an instance of this recently when Mr. Kraus himself found a customer who declared he would have no more Reo trucks. He had a kick about what the service station had done to one of his truck radiators. Mr. Kraus thought there was a mistake and asked permission to call back with the record. The customer said it would do no good but reluctantly consented. When Mr. Kraus called the following day he showed the customer the service history of the car with no entries on it over the period mentioned. The customer would not believe the record then until he looked up his own records and found that his trouble had been with a competitive service company to which he had taken the truck at one time instead of to Reo-Ladd. Naturally he saw the injustice of his attitude toward Reo-Ladd and Mr. Kraus, being careful not to rub the mistake in, won him back as a friend of the company.

It is in situations like this that a service record, complete in every detail, of every commercial vehicle sold by Reo-Ladd has proven invaluable. The Reo-Ladd salesman can fortify himself with facts concerning the performance of trucks in fleets before they go out to call on customers and they are never placed at a disadvantage when complaints are made.



SERIAL 112895 MOTOR 109333 NAME National Co. PHONE

TYPE 7 Trk. SOLD Feb 27, 1925 POLICY EXPIRES May 27, 1926 SALESMAN Kaffenberger ADDRESS 1118-20 Main St.

DATE	R.O. NO.	MILEAGE	POLICY LABOR	POLICY PARTS	CASH	CHARGE	REMARKS
2/28/25	8898	57	1.25				Repair Stop light adj. State, intake capacity plate
3/4/25	8938	295	.90				Change tire supports
3/12/25	9013	729	.25			1 50	Change oil
4/1/25	9222	1869	.15				

A service history of every commercial vehicle sold and serviced by the organization is kept and has been found a valuable asset to both the service and sales department

The Editor's *Notebook*

Turning Losses Into Profits

A dollar pared off direct or overhead expense counts for just as much on the profit and loss statement as a dollar saved on used truck trading operations. Of course, it is probably true that used truck trading operations present an opportunity for saving more dollars in the aggregate than do economies in expenses. But this does not alter the fact that the possibilities of increasing profits by cutting expenses are sufficiently great to warrant thorough exploitation by dealers and that in making a drive on used truck losses, the opportunity for making savings in other directions should not be overlooked.

Consider the case of the 100 dealers whose operating statements are discussed in the leading article in this number of COMMERCIAL CAR JOURNAL. It cost the 83 who lost money, 94 cents more for direct and overhead expense per $100 of new unit sales than it did the 17 successful dealers. If the unsuccessful group had done nothing more than pare their expenses to the level attained by the 17, they would have turned a loss into a profit. True, the profit would not have been as large as it would be if they had done as well with used vehicles as the 17. But a profit, even if it is a small one, is better than a loss.

Better used truck buying and selling will do much to make dealer businesses more profitable, but maximum profits will not be realized unless a simultaneous drive is made on the other expenses of doing business. The goal can be reached only by careful and constant attention to *all* the elements that absorb the income that sales effort produces.

Trucks vs. Brick-Making Machinery

Here's one about $100,000 that was almost spent for a fleet of trucks but ended up in the cash-box of a manufacturer of brick-making machinery. The owner of the $100,000 was a brick manufacturer who had been interested by truck salesmen in the possibilities of operating his own fleet to the extent of making an analysis of his transportation requirements. This analysis showed him that he could save $15,000 annually by purchasing and operating a fleet of trucks.

Unfortunately for the truck business, however, the deal was allowed to drag along for several months—long enough for a salesman representing the manufacturer of brick-making machinery to get in and make a study of the brick maker's production problems. He recommended $100,000 worth of manufacturing equipment and he sold his recommendations so well that he got the order. Next year, perhaps, the brick maker will buy trucks.

New Competitor a Factor Here

This little story, which incidentally is true, illustrates strikingly how important it is for the truck salesman to know his competition. In these days when manufacturers are being pressed from all sides to modernize their equipment, it isn't always the salesman representing a competing make of truck who is the most dangerous, as this incident proves. Manufacturers of lathes, bottling machinery, laundry equipment, oil burners, cash registers, etc., are striving just as hard to get a larger share of the equipment budget of industry and commerce as is the motor truck industry. Salesmen who keep themselves in close touch with their prospects' businesses are in the best position to meet this type of competition, as they know what is going on and can shape their sales efforts accordingly.

Flood Control Means Truck Sales

If the flood control bill now before Congress becomes law, and it seems likely that it will, a lot of motor trucks are going to be needed to carry out its provisions. Hundreds of millions of dollars will be spent in construction work designed to prevent a recurrence of disastrous floods such as the one which devastated the Mississippi valley a year ago. A healthy slice of this money will go for motor trucks as they have demonstrated their usefulness and economy in this type of service. This construction work will be carried on in so many states that the motor truck market created by it will be very widely distributed so that it will be shared by a large number of truck dealers.—D.B.

Commercial Car Journal

Flat Rate Price List Number 17

Springs*

GRAHAM BROTHERS

Dodge Bros. with ¾-elliptic rear springs

1. Tighten all spring clips (U-bolts)	$ 0.50
2. Renew one clip, front	.50
(B) Renew one clip, rear	.75
3. Adjust side play in all shackles	1.60
4. Renew all spring and bracket bolts and bushings on all springs	11.80
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed	1.50
6. Renew spring and bracket bolt and bushings on one rear spring after spring has been removed	1.80
7. Renew spring center bolt, front	1.00
8. Renew spring center bolt, rear, lower half	2.00
9. Remove and reinstall or renew one front spring	1.25
10. Remove and reinstall or renew one rear spring, lower half	3.25

GENERAL MOTORS

Model T-11

1. Tighten all spring clips (U-bolts)	$1.00
2. Renew one clip, front	1.00
(B) Renew one clip, rear	1.00
3. Adjust side play in all shackles	1.25
4. Renew all spring and bracket bolts and bushings on all springs	10.00
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed	1.00
6. Renew spring and bracket bolts and bushings on one rear spring after spring has been removed	1.50
7. Renew spring center bolt, front	1.80
8. Renew spring center bolt, rear	2.25
9. Remove and reinstall or renew one front spring	1.00
10. Remove and reinstall or renew one rear spring	2.00

MACK

Model AB

Spring operations were given in the December issue on page 22.

Model AC

1. Tighten all spring clips (U-bolts)	$1.65
2. Renew one clip, front	.90
(B) Renew one clip, rear	1.35
4. Renew all spring and bracket bolts and bushings on all springs	36.90
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed	2.40
6. Renew spring and bracket bolts and bushings on one rear spring after spring has been removed	3.30
7. Renew spring center bolt, front	3.90
8. Renew spring center bolt, rear	7.35
9. Remove and reinstall or renew one front spring	4.95
10. Remove and reinstall or renew one rear spring	5.85

PIERCE-ARROW

Models W & R

1. Tighten all spring clips (U-bolts)	$5.25
2. Renew one clip, front	1.50
(B) Renew one clip, rear	2.25
4. Renew all spring and bracket bolts and bushings on all springs	20.25
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed	3.00
6. Renew spring and bracket bolts and bushings on one rear spring after spring has been removed	4.05
9. Remove and reinstall or renew one front spring	5.25
10. Remove and reinstall or renew one rear spring	8.25

Model X

1. Tighten all spring clips (U-bolts)	$5.25
2. Renew one clip, front	1.50
(B) Renew one clip, rear	2.25
4. Renew all spring and bracket bolts and bushings on all springs	18.00
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed	3.00
6. Renew spring and bracket bolts and bushings on one rear spring after spring has been removed	3.00
9. Remove and reinstall or renew one front spring	5.25
10. Remove and reinstall or renew one rear spring	8.25

REO

Models FV & T-6

1. Tighten all spring clips (U-bolts	$2.00
2. Renew one clip, front	1.50
(B) Renew one clip, rear	1.75
3. Tighten all shackles	2.25
4. Renew all spring and bracket bolts and bushings on all springs	12.75
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed.	1.00
6. Renew spring and bracket bolts and bushings on one rear spring after spring has been removed	1.00
7. Renew spring center bolt, front	2.55
8. Renew spring center bolt, rear	3.90
9. Remove and reinstall or renew one front spring	3.15
10. Remove and reinstall or renew one rear spring	3.90

Speedwagon Jr.

Springs

1. Tighten all spring clips (U-bolts)	$2.00
2. Renew one clip, front	1.25
(B) Renew one clip, rear	1.50
3. Adjust side play in all shackles	2.00
4. Renew all spring and bracket bolts and bushings on all springs	17.50
7. Renew spring center bolt, front	3.25
8. Renew spring center bolt, rear	5.25
9. Remove and reinstall or renew one front spring	2.50
10. Remove and reinstall or renew one rear spring	4.50

STAR FOUR

Commercial chassis

1. Tighten all spring clips (U-bolts)	$.100
2. Renew one clip, front	.50
(B) Renew one clip, rear	.50
3. Adjust side play in all shackles	1.00
4. Renew all spring and bracket bolts and bushings on all springs	6.00
5. Renew spring and bracket bolts and bushings on one front spring after spring has been removed	.75
6. Renew spring and bracket bolts and bushings on one rear spring after spring has been removed	.90
7. Renew spring center bolt, front	1.35
8. Renew spring center bolt, rear	1.75
9. Remove and reinstall or renew one front spring	1.35
10. Remove and reinstall or renew one rear spring	1.75

STUDEBAKER

1500-lb. delivery

1. Tighten all spring clips (U-bolts)	$ 0.65
2. Renew one clip, front	.40
(B) Renew one clip, rear	.50
3. Adjust side play in all shackles	1.05
4. Renew all spring and bracket bolts and bushings on all springs	13.50
7. Renew spring center bolt, front	3.45
8. Renew spring center bolt, rear	3.45
9. Remove and reinstall or renew one front spring	3.00
10. Remove and reinstall or renew one rear spring	3.00

* Spring prices are continued from April issue, page 17.

What is it Made

TESTS for distinguishing different metals are essential in welding operations. The range of metals welded in motor vehicle repair shops is not small and it is broadened by the occasional welding job brought to the shop which may be of almost any metal.

Skilled welders have no great difficulty in identifying metals, as they have learned from experience certain characteristics of each metal. It is difficult for them to explain how they do it as experience is required for certainty.

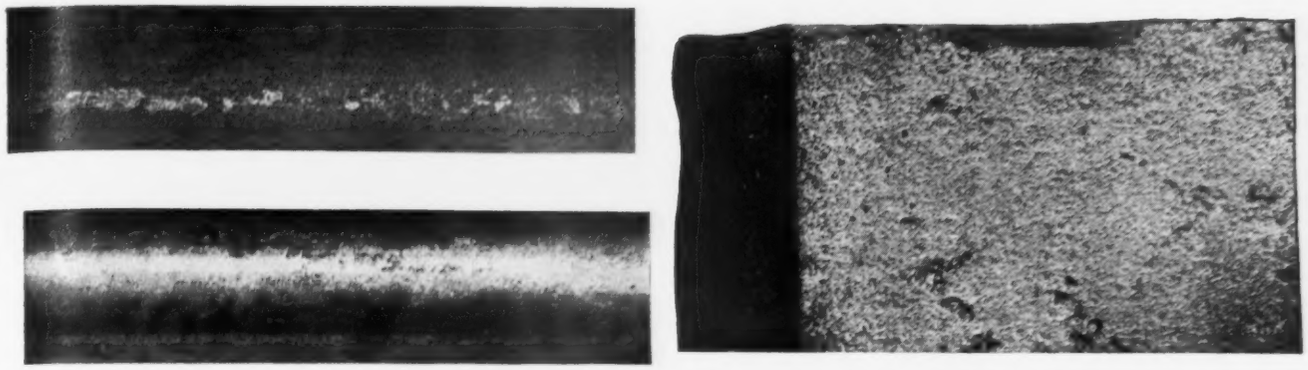
Four general tests for identifying metals are in general use. They are appearance, fracture, grinding wheel and behavior under blowpipe. Color and surface appearance are used first as a guide and in many cases examination of a fracture will furnish a definite clue. Sparks produced when the metal is held against a grinding wheel show characteristics which are valuable in distinguishing iron and steel alloys. Action when subjected to heat from the blowpipe is a final test used by many welders.

A tabulation of each of the four tests as applied to cast iron, malleable iron, cast steel, forged steel, wrought iron, low-carbon steel, high-carbon steel, alloy steels and aluminum accompanies this article. It is based upon recommendation of the Linde Air Products Co., which company supplied the photographs showing metal characteristics.

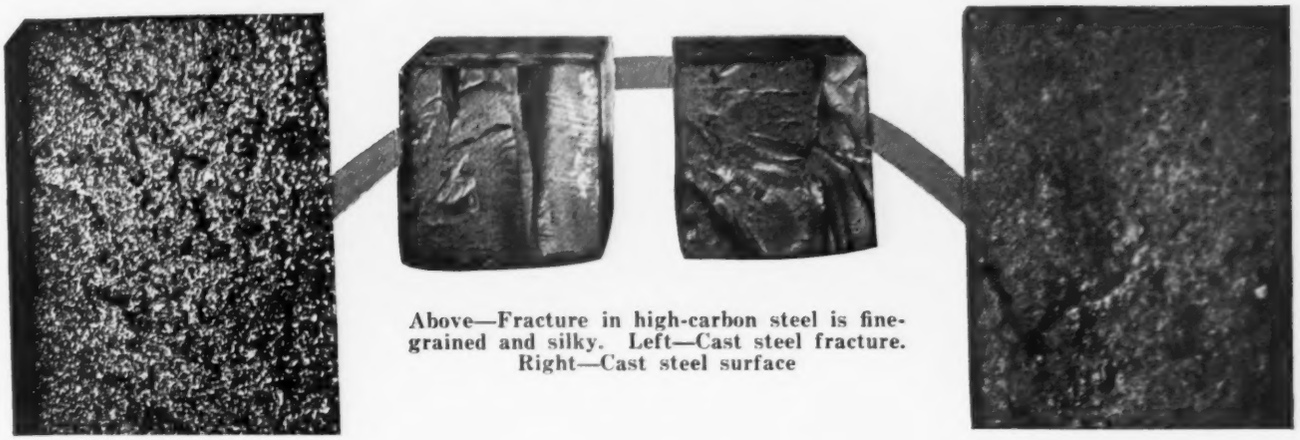
	Appearance	Fracture	Grinding Wheel	Blowpipe
Cast iron	Dull gray surface giving evidence of having been formed in sand mold, except when machined.	Uniform small dark gray crystals. Breaks short when fractured.	Dull red sparks that follow straight line. No. 1, Fig. 1.	Molten metal very fluid and watery. Depression in surface caused by blowpipe flame disappears instantly when flame is raised. Puddle takes time to solidify. No sparks.
Malleable iron	Like cast iron but free from sand and lighter in color.	Bright steel-like band at surface surrounding dark gray center, giving appearance of "picture frame." Does not break short when nicked.	Outer bright layer gives sparks like steel which quickly change to dull red as interior is reached.	Molten metal boils under flame. Surface is full of flowholes when flame is withdrawn. Melted part very hard and brittle with white fracture. Outside sparks, center does not. Should be bronze-welded, not welded with cast iron.
Cast steel	Surface brighter than cast or malleable iron, sometimes with small bubble-like depressions.	Bright crystalline. Tough when nicked and does not break short. Chips from chisel curl up more than malleable iron. Manganese steel cannot be cut with a chisel nor machined.	Sparks are much brighter than cast iron. No. 2 Fig. 1. Manganese steel gives sparks that explode throwing off brilliant sparklers at right angles to path of the spark.	Sparks when melted and solidifies quickly.
Forgings	Smooth surface usually marked with forging die ridge or sheared surface where trimming dies have removed it. Reddish brown or black scale is present unless the parts have been cleaned.	Varies from bright crystalline to silky gray Chips are tough and is harder to break than cast steel and has finer grain. Forgings may be of low or high carbon steel or alloy steel. Tool steel is harder and more brittle than plate steel and can be hardened by heating red and quenching in water which cannot be done with low-carbon steel, wrought iron and steel castings.	Typical steel sparks of which the high-carbon steel sparks are brighter and whiter than low-carbon steel.	Sparks when melted, the sparks increasing in number and brilliance as carbon content becomes greater.
Wrought iron	Same as rolled low-carbon steel.	Fibrous structure due to threads of slag makes it possible to split in the direction of the fibers. Metal is soft and easily cut with chisel and is quite ductile. When nicked and bent acts like rolled steel. Can not be hardened by quenching from bright red heat.	Same as low-carbon steel.	Melts quietly without sparking and has slag coating with white lines; appearance oily or greasy.
Low-carbon steel	Appearance depends upon preparation; cast has rough surface, rolled has fine lines running in one direction, forged may be recognized by ridge.	Bright crystalline. Tough when chipped or nicked (See illustration).	Sparks in long streaks brighter than cast iron and show some tendency to burst with a sparkler effect.	Sparks when melted and solidifies quickly—almost instantly.
High-carbon steel	Much like other steels but usually employed with smooth surface finish.	Very fine-grained fracture whiter than low-carbon. Tool steel is harder and more brittle than plate or other low-carbon steels (See illustration).	Brilliant sparklers. See No. 4, Fig. 1.	Molten metal is redder than low-carbon steel and the melting surface has a cellular appearance. Sparks more freely and sparks are whiter than mild steel.
Alloy steels	Same as other drop-forged steels. Usually machined all over.	Generally very close grained; at times "velvety" in appearance.	Various alloys produce characteristic sparks both in color and shape. Practice is required to recognize different varieties.	Depends on the nature of the alloy. Steels containing a considerable quantity of chromium produce a greenish colored slag on the weld when cold.
Aluminum	White color, bright when polished and dull when oxidized. Castings are usually alloys containing zinc, copper or silicon.	Castings—bright crystalline, rolled — smooth and bright.	None	Does not show red when melting. Holds its shape until almost molten then collapses suddenly. Film of white oxide forms instantly on molten surface.

of?

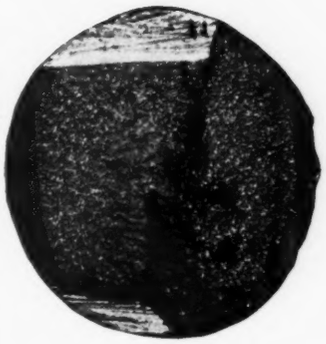
These Tests Will Give Your Welder the Answer



Left—Top—Hot rolled steel bar has rough surface while cold rolled bar (Left—bottom) is smooth. Right—Cast iron surface

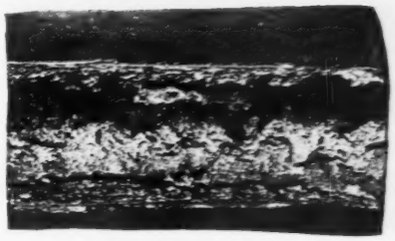


Above—Fracture in high-carbon steel is fine-grained and silky. Left—Cast steel fracture. Right—Cast steel surface



Low-carbon steel reveals a bright crystalline fracture

Fig. 1
Iron and steel alloys may be distinguished by grinding wheel test



Wrought iron, bent, shows fibrous structure

Cast iron fracture

Malleable iron fracture

C. C. J. Shop Hints

Tell your idea in print. It's worth five bucks

Tightening Axle Shaft Flanges

Trouble caused by axle shaft flanges working loose on the outer ends of the axle shafts has been entirely overcome by a method of contracting the flange in a hydraulic press in the shop of the Van Sciver Corp., Philadelphia.

The flanges are attached to the shafts by means of splines and a pin. Slight looseness of fit between flange and shaft quickly increases.

Contracting the flange is accomplished by use of a fixture shown in Fig. 2, made of scrap. It is a cylinder about 8 in. in diameter and 5 in. high with a central hole approximately 4 in. diameter at the top and about 3 in. at the bottom. It is rather heavy and two handles are attached for convenience in handling. The dimensions of the central hole are made to correspond with the taper on the flange.

When a flange is found to be loose it and the shaft are removed from the axle and the flange is placed, without the shaft, in the fixture after being heated red-hot. The press is then operated and the flange is forced down into the central hole of the fixture, as shown in Fig. 4. The amount the flange is to be forced depends upon the amount of looseness but with a little experience the amount can be judged accurately.

The second step in the procedure is to force the axle shaft into the flange as shown in Fig. 3. This is done with the flange hot and on cooling, flange and shaft are made practically one piece by a shrink fit.

Before the method was adopted it was necessary to replace worn flanges.

None of the flanges contracted have so far shown the slightest sign of looseness and one flange on a shaft which broke an inner end was found to be as tight as when installed.

Fig. 1—Rivets are supported for heating by welding torch

Fig. 2—The fixture used for contracting flanges

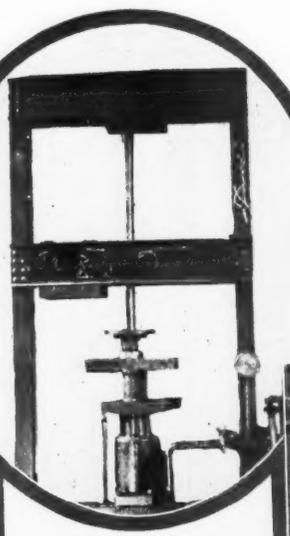


Fig. 3—Shaft being forced in flange after contracting

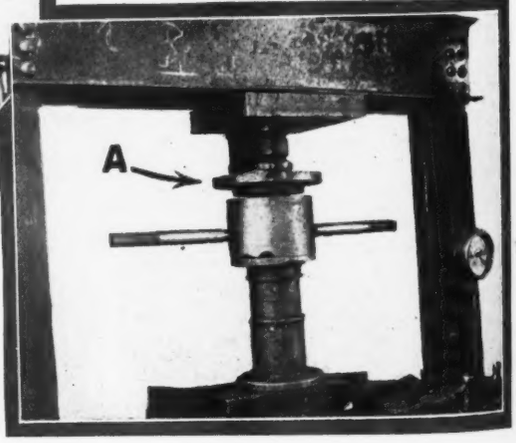


Fig. 4—Press forcing flange A into fixture

Rivet Holder

Three sections cut out of a discarded frame were used to make the rivet holder shown in the illustration. It is used to hold rivets which are heated by an oxy-acetylene torch. When only a few rivets are to be placed in a frame bracket a mechanic often puts the rivet on the floor and heats it with the torch and as a result the floor, if of concrete, is cracked. The flanges of the sections of frame and the "floor" for the rivets was welded in place.—G.M.C. Shop, Philadelphia.

Assembling Clutch Plates

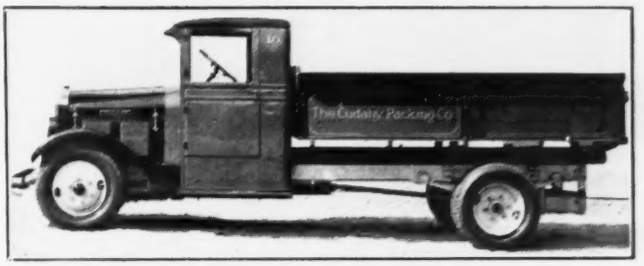
A method of assembling clutches with anti-rattling springs is suggested by Frank H. Sherrill, Coca-Cola Bottling Co., Asheville, N. C. His method is: drill a ⅛ in. hole in the clutch plate back of the driving pin hole and hook the spring in the plate hole one pin hole ahead. Pull the spring until the loop lines up with the pin hole and tie with string. After the clutch is assembled cut the cord.

New Trucks *of the* Month

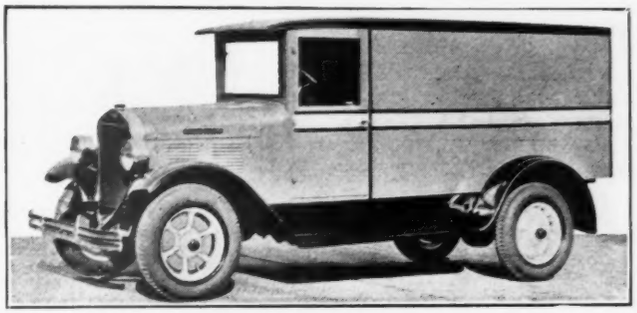
Acme

TWO new two-ton trucks, known as models 340 and 346, have been added to the line of the Acme Motor Truck Co., Cadillac, Mich. These models are virtually twins with the exception of the engine. Model 340 is powered by a 4⅛ x 4½ in. four-cylinder Continental engine developing 50 hp. at 2200 r.p.m., while Model 346 is equipped with a six-cylinder engine developing 60 hp. Powerplants are unit mounted with clutch and three-speed Brown-Lipe transmissions. Pressure feed oiling is employed for crankshaft bearings, connecting rod bearings, piston pins and timing gears. Ignition is by battery distributor. Radiators are polished cast aluminum with cellular core.

Power is transmitted to the rear through a two-piece, tubular propeller shaft equipped with three universal joints. The rear axle is full floating and of the bevel gear type, providing a final reduction of 6 1/6 to 1. The semi-elliptic alloy springs are 2½ x 38 in. front and 2½ x 54 in. rear. Four-wheel internal brakes providing a total braking area of 644 sq. in. and propeller shaft hand brakes are standard on both models. Steering is through cam and lever gear and an 18-in. steering wheel. Wheels are Van metal spoke equipped with 32 x 6 in. pneumatic tires. The wheelbase is 156 in. and the turning radius approximately 20 ft. Standard equipment includes electric lights, starter, generator, electric horn, etc.



Model 302, two-ton Diamond T six. Offered in three wheelbases and equipped with Lockheed four-wheel internal brakes



New 127¼-in. wheelbase, Model 150, one-ton, six-cylinder Diamond T

Diamond T

DIAMOND T announces the addition of two new six-cylinder speed trucks equipped with Lockheed internal expanding 4-wheel hydraulic brakes to its line. The new models are of one and two-ton capacity ratings and designated as Model 150 and Model 302 respectively. The former is built only in 127½-in. standard wheelbase while the latter is offered in 157¾ in. and 167¾ in. standard wheelbase and 176 in. special.

Both models are powered with seven-bearing six-cylinder engines of the L-head type. The lighter model has 3¾ in. x 4 in. engine having a displacement of 214.7 cu. in. and which develops 61 hp. at 2900 r.p.m. The engine in Model 302 has a 3¾ in. bore and 4½ in. stroke and develops 66 hp. at 2400 r.p.m. The crankshaft in the heavier model is 2⅝ in. diameter, which is ½-in. larger than in the one-ton engine. Lubrication in both engines is force feed by gear pump to main and connecting rod bearings. Feed to the Zenith carburetor is by gravity from 11 or 18-gal. tanks located under the seat. Ignition is Auto-Lite distributor type.

Clutches are multiple disk and together with the transmissions are mounted in unit with the engines. In the Model 150 chassis the clutch has three driving plates and the transmission three speeds. The clutch in the 2-ton model has five driving plates and the transmission four speeds with direct in high and 5.85 to 1 in low. The propeller shaft of Model 150 is tubular and carries two metal universals and Model 302 employs a self-aligning bearing carrier and three metal joints.

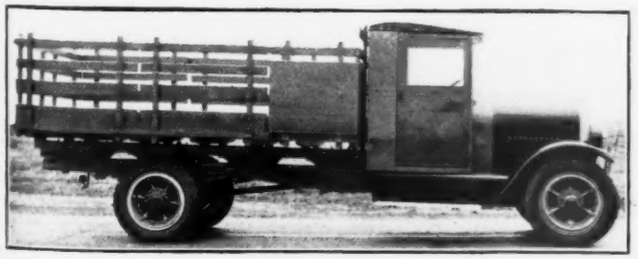
Semi-floating, spiral bevel gear rear axles are used in both models, the lighter model providing a reduction of 5⅛ to 1 and the other 5.66 to 1. Drive is Hotchkiss taken through semi-elliptic springs of alloy steel. Model 150 front springs are 2¼ x 40 in., six leaf, rear 2½ x 50 in., 8 leaf. Model 302 is equipped with 2¼ x 40 in., 8 leaf springs in the front and 2½ x 53 in., 12-leaf springs with 5-leaf auxiliary springs in the rear. Spring eyes are bronze-bushed and pins and bolts heat-treated and ground.

Frames are of pressed steel of 5-in. section, 3-in. flange and 3/16 in. stock in Model 150 and 6½ in. section, 3-in. flange and ¼ in. stock in the two-ton model.

The metal spoke wheels in Model 150 are equipped with 30 x 5 in. pneumatics on all four wheels. Model 302 is provided with Budd steel disk wheels unless single rear tires are specified, in which case steel spoke wheels are used; 32 x 6 in. pneumatic all around, dual rear are standard and 32 x 6 in. front and 34 x 7 in. rear pneumatic optional.

Standard equipment includes speedometer, starter, generator, battery, electric lights, air cleaner, oil gage, temperature indicator, tools, rims and tire carrier, etc. Model 302 has in addition a built in oil filtrator.

Three standard body styles are available, which include high and low stake bodies and packer's express. A panel delivery and special grain and stock body are also supplied for Model 150. Both models, except where panel bodies are specified, carry the standard Diamond T cab, with full upholstered driver's seat, full vision windshield and quick-action window lifts. On the panel body the same interior layout is adhered to as regards driving compartment.



Model 346, Acme, powered by a 6-cylinder engine. Model 340, its companion unit, has a 4-cylinder engine

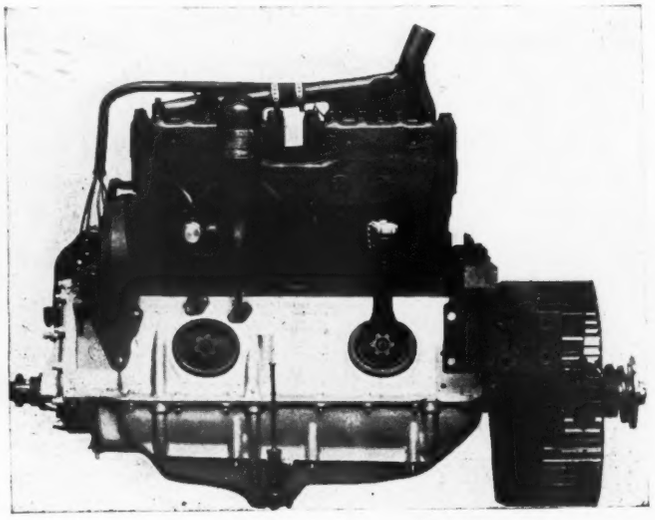
Gotfredson

FOUR new four-cylinder trucks have been added to the line of the Gotfredson Truck Corp. They are of 1½, 2 and 2½-ton capacities, designated as Models B-24, B-34 and B-44 respectively, and a utility dump truck known as Model 30-C. All but the utility dump truck are equipped with Lockheed internal hydraulic four-wheel brakes.

Of the new trucks, the B-24, 1½-ton model, is somewhat similar to the former 20-V model in that 3¾ x 5⅛ in. Buda WTU engine, clutch and transmission are interchangeable with that model. The steering gear, however, is Ross cam and lever, axles are of Clark manufacture, and the frames have been deepened ⅞ in. to 6 in. Tires are 30 x 5 cords mounted on cast metal wheels. Standard equipment includes air cleaner and speedometer.

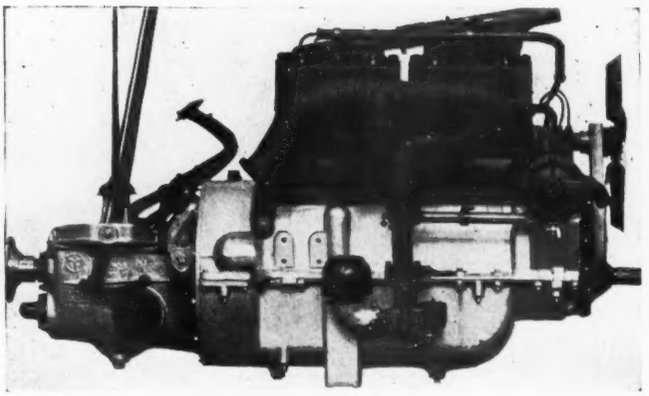
Buda KBUI engines are mounted in unit with multiple disk clutches and four-speed Model 35 Brown-Lipe transmission in both the B-34 and B-44, 2½-ton models. Ross cam and lever steering gears are found on both. Final drive of B-34 is through a Clark spiral bevel rear axle, while B-44 is equipped with a full-floating spiral-bevel Timken. An emergency propeller shaft brake with 8¼ x 2½ in. drums supplement the four-wheel service brakes. The 38⅛ x 2¼ in. front springs are interchangeable on both models. The rear springs, however, while 54 and 2½ in. of dimension, consist of 12 leaves in the larger model and 10 in the 2-ton model. A seven-leaf auxiliary spring is also used on the larger model.

Cast steel wheels carry 32 x 6 pneumatics on the 2-ton and 34 x 7 pneumatics on the 2½-ton model. The frames for both models are of the same ¼ in. stock differing only in depth of section, the lighter model being 6 in. and the heavier 7 in. Tubular radius rods are used in the heavier model. Wheelbases are approximately 150 in. for the 2-ton model and 160 for the 2½-ton model. Standard equipment includes air cleaner and Remy igniton system.



Left side Mack Model AC engine, showing cylinder casting, paired heads and H-W filtrator

The 30-C utility dump truck is powered by a Buda WPU, four-cylinder engine and available with either of two types of transmission mounted in unit with the engine. These are a five-speed Brown-Lipe No. 51 or, a four-speed Brown-Lipe No. 35, both of which are fitted with six plate dry clutches. Steering is by Ross cam and lever gear. The rear axle is a Timken 64,600 semi-floating, worm-drive axle with Duplex internal service and emergency brakes operating on 16 x 3¼ in. drums. Semi-elliptic front springs with double quarter elliptics at the rear are used. Each of the four quarter elliptic springs has 12 leaves ⅜ in. thick and 2½ in. wide. Standard equipment includes a tire pump mounted on the transmission. The body is a gravity dump, with a standard capacity of 1 1/3 yd.



Valve side of Mack Model AB engine, showing manifold construction and vaporizer

Mack

NUMEROUS important changes have been introduced in the engines of Mack trucks during the past year. As the International Motor Company introduces improvements in design or manufacturing methods as soon as they are developed some of the changes to be described have been embodied in trucks leaving the works for some time, while others have been introduced in production quite recently.

All three engines used in the Mack line have four cylinders and are of very similar design. Their cylinder sizes are: AB 4¼ x 5 in.; AC 5x6 in.; and AK 4⅝ x 6 in.

Improvements in design have raised compression ratios to 4½ to 1 in the AB model; 4.2 to 1 in the AC, and 4.6 to 1 in the AK with actual gage-pressure compressions at 1000 r.p.m. 85, 80 and 85 lb. sq. in., respectively.

Redesign of the engines was undertaken largely with a view to adapting them to present-day fuels, and this involved other changes besides an increase in compression ratios. Until recently the cylinders of the AC engine were cast in pairs with integral heads, but the cylinders of all models are now cast in a single block and have two separate heads. The heads are of aluminum and to eliminate expansion troubles the depth of the head is unusually large and each casting is held to the block by 15 studs and nuts with steel washers.

Combustion chambers are now of the turbulence type and a new vaporizer is used on the engines, which is combined with the inlet manifold. The vaporizer, which consists of a chamber completely jacketed by exhaust gases, through which the combustible gas must pass on its way to the engine, is an improvement over a different design previously employed by Mack. It differs from the old design in that heat lag has been reduced by making the walls thinner and making the exhaust gas circulation more positive. The inlet manifold is now bolted to the cylinder block instead of being held frictionally. Both the main exhaust pipe and the exhaust pipe leading from the vaporizer jacket contain a short section of flexible metal tubing to protect the manifold from strains due to a long overhanging pipe and to frame distortion. The flexible tubing is protected on the inside from exhaust flames by a bushing formed integral with a section of the exhaust pipe.

Pistons are now made of aluminum alloy and are of the invar strut type. The skirts are diagonally split and the split is bridged by metal on the inside. Three narrow rings are fitted above the piston bosses, the lower-most being an oil ring, from the groove of which the oil returns through drain holes to the crankcase. Piston pins are the same type as previously used and are finished by grinding and lapping to tolerances of .0002 in. with respect to diameter, roundness and straightness. The pin is clamped in the upper boss of the connecting rod, the pinch bolt passing through a notch in the pin. Piston pins have a bearing directly in the piston bosses, which are finished by diamond-

boring. The surface of the bore being very smooth pins are not push fitted but run free and can be turned in the bearings by the friction of the finger.

Connecting rods are of tubular section and machined from solid forgings. Caps are assembled with solid steel shims and are held in place by two bolts on the AB model and four on the AK and AC models. Bronze-back babbitt-lined bearings are used at the lower end. The halves of the bearings are not pinned but after being peened in place the edges along the joint are milled off flush. Shims are ground and lapped to a tolerance of .0003 in.

Big end bearings are finished by means of a diamond cutter and individually fitted to the crankpin on which they are to run. The bearing bolts are pulled up to uniform tension by means of friction wrenches.

The crankshafts are still case-hardened, but are now provided with integral balance weights. A number of additions have been made also to the powerplant equipment. An H-W Filtrator is now included in the lubricating system, and the oil relief valve is built integral with it. This relief valve discharges over the timing gears, which latter are case-hardened steel gears that have their teeth ground to shape by a generating process developed in the Mack works. There is a separate relief valve which opens and allows the oil to by-pass the filtration when the latter becomes clogged. A United air cleaner is also fitted and is located at the side of the aluminum crankcase with its top on a level with the top of the crankcase. A V-belt now replaces the flat leather fan belt formerly used.

Pierce-Arrow

PIERCE-ARROW MOTOR CAR CO. is in production with a new heavy-duty unit with seven-speed transmission which will be known as the H-B Model. The new truck is being offered in three wheelbase lengths of 13 ft., 15 ft., and 16½ ft. and will sell for $4,500 in the standard chassis. Gross weight at the tires is 20,000 lb. and road speeds range from 16 to 24 m.p.h., depending on tire equipment and gear ratio.

The powerplant is a 4 x 5½ in. four-cylinder, dual-valve engine developing 48 hp. and embodying forced feed lubrication. Oil delivered by the submerged gear pump is automatically controlled. The system also includes a Pierce-Arrow oil purifier mounted on the engine. The electrical system includes a Delco dual six-volt system, gear-driven generator and distributor, flexible mounted three-cell battery and a starting motor.

Cooling is provided by a gear-driven centrifugal pump and a flat-belt driven steel fan mounted on roller bearings. The radiator is of the vertical tube type supported on rubber pads. The carburetor, a Stromberg, is fed by pressure. The pump, automatic and mounted on the crankcase, supplies air pressure to a flexible mounted tank under the seat. which gives three valve positions, reserve, supply and off.

A multiple dry disk clutch is interposed between the engine and the seven-speed transmission mounted amidships with three-point suspension. The transmission provides two speed ranges giving seven speeds forward and two reverse. The ratios range from 9.50 to 1 to an over-drive of .78 to 1.

The rear axle is of the full-floating worm-drive type providing a final standard reduction of 10 to 1. Both radius rod and torque arm construction is used. The torque arm is swivel jointed at the rear and ball and socket mounted at the front end. The radius rods are tubular with forged steel eyes at each end.

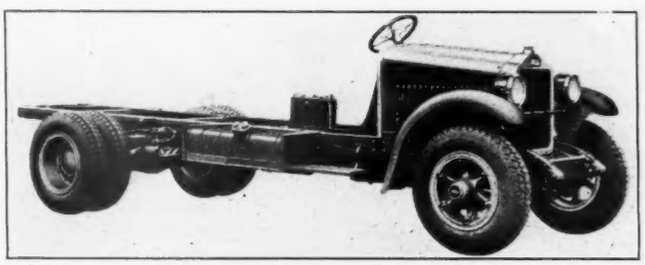
Service braking is on a 10 x 5 in. drum, externally actuated, mounted at the rear end of the transmission, while emergency braking is through rear-axle mounted drums, internally actuated, 19¼ x 4¾ in.

The steering gear, which is of Pierce-Arrow design, is of the screw and nut type. Springs are semi-elliptic and fabricated of silicon manganese steel; front, 13 leaves, 41 in. long and 2½ in. wide; rear, 16 leaves, 56 in. long and 3½ in. wide.

The frame, reinforced by four cross-members gussetted to side members, is of chrome nickel pressed steel 5/16 in. thick, 7 in. deep and 3 in. flange.

Wheels are cast steel taking 36 x 5 front and 36 x 6 in. rear solid tires or 38 x 7 in. front and 40 x 8 in. dual rear pneumatics.

Standard equipment includes electric head and tail lamps, governor, oil gage, pressure gage, ammeter, hand horn, etc.



New three-ton White chassis. It is known as Model 58 and has a 180-in. wheelbase

Studebaker

STUDEBAKER Corp. of America recently introduced a fast delivery chassis for heavy freight loads in three types—a Model 75 Junior on 158-in. wheelbase listing at $2,410; Model 76 Special on 184-in. wheelbase listing at $2,775; and Model 75 Heavy Duty on 184-in. wheelbase listing at $3,275. Weights respectively are 4400 lb., 4860 lb. and 5400 lb. These models with the Studebaker ¾-ton at $925 and the Erskine ½-ton at $650, complete the Studebaker commercial vehicle line. The Studebaker 75 engine, which has been refined to deliver in excess of 90 hp., is used in the new chassis. The chassis are designed to carry loads up to 2½ and 3½ tons.

White

MODEL 58, a three-ton, 180-in. wheelbase chassis is the designation of a new model recently announced by the White Co., Cleveland. Power is furnished by a four-cylinder, 4¼ by 5¾ in. engine with which is embodied the clutch and transmission to form a unit powerplant. Combustion chambers are machined, cylinder head is removable and pistons are aluminum with invar struts.

A gear type pump supplies oil under pressure to the main, camshaft, connecting rod and piston pin bearings. Pistons and cylinders are under a constant spray of oil through metered passages. Water circulation is obtained by means of a gear-driven centrifugal pump. The radiator has a cast aluminum casing with removable cellular core and the assembly is mounted on spherical seats with spring suspension.

The carburetor is of the compound jet double venturi type. The vacuum gasoline system comprises a 34-gal. tank mounted on the right side of the chassis. The single plate clutch operates in oil. High tension magneto ignition is employed. The selective type transmission provides four speeds forward and one reverse; power take-off and special countershaft take-off as well as high-speed reverse for the auxiliary transmission are available at extra cost.

The double reduction rear axle obtains the first reduction by means of bevel gears in the center and the second by spur gears in the rear wheels. The tubular driveshaft is fitted with metallic universal joints.

The external service brakes operate on the driveshaft, while parking brakes operate on rear wheels and are also of the external type.

Semi-elliptic springs are used front and rear with those at the rear of the two-stage type. Wheels are cast steel spoke type. Standard tire equipment is 36 by 5 single solid front and 36 by 5 dual solid rear. Other sizes and combinations are optional at extra cost. Standard equipment includes front fenders, horn and gas headlights. Electric starting, lighting and ignition are optional at extra cost.

The company has also introduced a de luxe package car equipped with custom-built commercial delivery bodies in a wide range of color combinations. The new line is now available on the 1 and 1¼-ton chassis. Bodies designed for the package car are styled the sedan de luxe, which has a completely enclosed cab, and the town car de luxe, which has a removable top over the driver's compartment.

Six-Cylinder Continental 18E

Continental Motors Corp.
Detroit, Mich.

A NEW six-cylinder L-head engine for the light truck field has been added to the Continental Line. This new unit designated the Model 18E, has a 3⅜-in. bore and a 4-in. stroke, giving a piston displacement of 214.7 cu. in. It develops 61 hp. at 3000 r.p.m. and a torque of 137 lb.-ft. at 1000 r.p.m.

Cylinders and crankcase are cast in one unit of gray iron, with heavy ribs in the crankcase. The cooling system includes a centrifugal pump located in front of the cylinder block and driven from the crankshaft by a V-belt. The fan is assembled on the pump pulley. A sheet steel water header, having metered openings, the larger openings at the rear, runs the full length of the block.

The two manifolds are a single casting of gray iron which is so designed that the exhaust gases circulate around the intake riser. The intake manifold takes a 1¼-in. vertical-type carburetor and the exhaust manifold a 2¼-in. exhaust pipe.

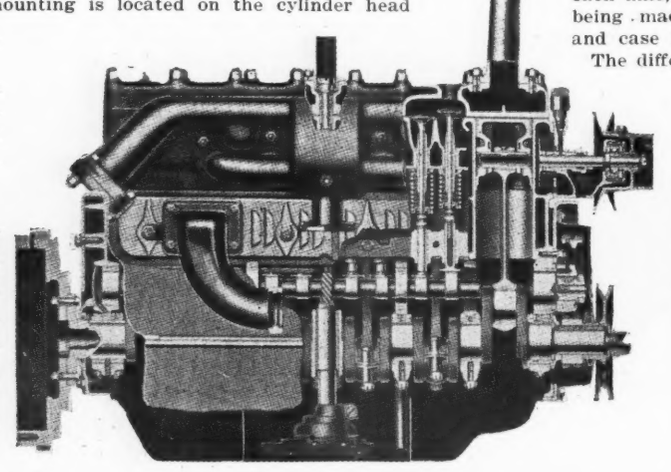
Valves are located on the right side of the engine. Inlet valves have a clear diameter of 1 7/16 in. and exhaust valves of 1 5/16 in., and both have a lift of 5/16 in. The tappets are mounted in guides and can be removed in groups after removing the valve cover plates.

The crankshaft is carried in seven 2⅛-in. main bearings of the interchangeable type. After the bearing caps have been bolted to the case the holes are line-reamed before the bearings are inserted. The small end of the connecting rod is provided with a phosphor bronze bushing, while the big end has the babbitt centrifugally cast in. Pistons are of Bohnalite make with cast-in steel struts. Four rings are used, the lower one being of the oil-drain type.

Pressure lubrication is employed, oil being distributed through a rifle-drilled header in the crankcase to the main bearings and through diagonal passages in the crankshaft to the connecting rod bearings. Positive lubrication is also supplied to the camshaft bearings and timing chain. The pump, which is of the gear type, is located in the base of the oil pan. The pan has a capacity of five quarts and the pump is capable of maintaining a pressure of 10 lb. at 400 r.p.m. and 40 lb. at 2500 r.p.m.

Front end drive is by silent chain and three sprockets. Manual adjustment is obtained by moving the generator, which is mounted on the right side of the engine and bolted to the rear of the chain case.

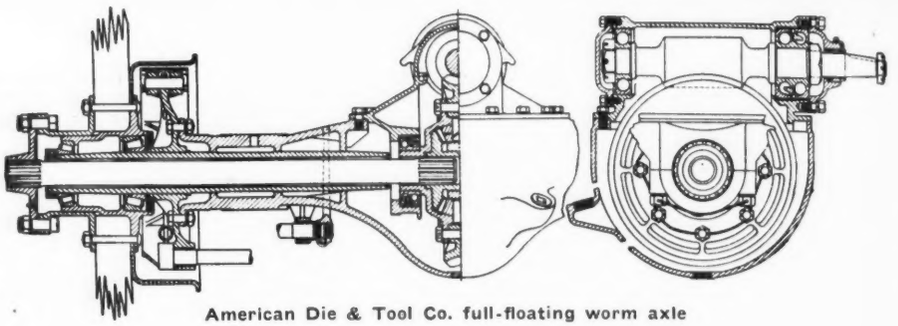
The distributor with the standard Type B mounting is located on the cylinder head and is driven from the crankshaft through heligal gears and a vertical shaft. The generator is driven from a sprocket in the timing case through a laminated spring coupling.



Continental Light Truck Six

An air horn, fastened to the valve chamber cover on the right side, furnishes warm air to the carburetor and ventilates the crankcase. Louvres in the covers with openings to the rear permit air to enter the chamber.

The standard design is arranged for three-point support, but the engine can also be furnished in a form adapted for four-point support.



American Die & Tool Co. full-floating worm axle

New A. D. & T. Worm Axles

American Die & Tool Co.
Reading, Pa.

TWO worm-driven truck axles for use on 2-ton and 5-ton trucks are now being manufactured by the above company, which firm some time ago took over the business of the Vulcan Axle Company of Detroit. They are of the full floating type and have housings of cast steel, with inserted axle tubes of high-carbon steel. The worms are over-mounted and are carried by double-row ball bearings at the forward end, and single row at the rear. All thrust loads are taken on the double-row bearing and the outer race of the rear bearing is free to move endwise.

The worms and worm wheels are manufactured by the Cleveland Worm & Gear Company. The worms in both axles have quadruple threads. The reduction ratio is 6½ to 1 in the 2-ton axle and 7¾ to 1 in the 5-ton axle. The differential carrier, which is set into the cast steel housing from above in the usual way, is made of malleable iron. The differential housing is made of steel castings in the 5-ton and of drop forgings in the 2-ton axle. A four-pinion bevel differential is used in each axle, gears and pinions being made of nickel steel and case hardened.

The differential is supported on both sides by double-row ball bearings. The axle housing is cast with a number of internal flanges which are bored out to afford seats for the axle tube. At its ends the housing is provided with large external flanges to which the brake spider is bolted. This spider has a hub which is bored out to make a tight fit on the axle tube, against a collar thereon. The wheel hubs are mounted on two roller bearings on the outside of the axle tube which can be adjusted by means of a nut and lock nut on the end of the tube. The axle shafts are made of chrome-nickel steel (No. 3140) and upset and cut with ten splines at both ends. At their outer end the axle shafts connect to the hub flange through driving dogs which are splined to the shaft and bolted to the hub flange.

Spring pads are cast integral with the axle housing and center distances can be varied to suit requirements. The pressed steel brake drums have an internal diameter of 18 in. and the width of the malleable iron brake shoes is 3 in. The brake shaft has one bearing in the spider and another one in a bracket secured to the axle housing.

The 2-ton axle, which has a limiting capacity of 10,500 lb. on the spring pads, weighs 807 lb., while the 5-ton axle, with a load capacity limit of 15,000 lb., weighs 1164 lb.

New 2½-Ton Worm Drive Axle

Timken-Detroit Axle Co.
Detroit, Michigan

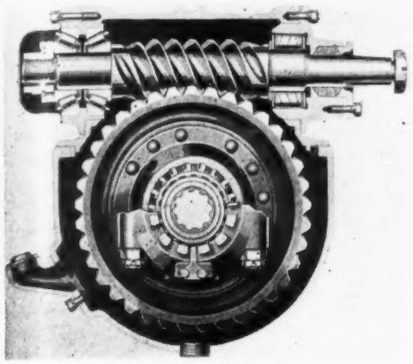
A WORM drive axle, designed for 2½-ton trucks with dual rear wheels, has been added to the Timken-Detroit line of worm drive axles. Known as the series 65,000, this new axle is of the full floating type and is rated to carry a maximum load on either pneumatic or solid tires of 10,500 lb. It is available in seven optional gear ratios, four optional braking systems and for use in connection with pneumatic, solid, or balloon tires.

Spring centers are the standard 39-in. spacing and tread is 65 in. Both over and underslung driving arrangements are used. The worm shaft itself is supported on two Timken taper roller bearings opposed at the rear and a roller spigot bearing at the front, adjustment for wear being at the rear, and taken up by the tapered bearings. The Timken block type differential driving ring mounting is used. The outer ends of the axle shafts have integral driving shafts, which bolt directly to the flange of the wheel hub. With the axle overslung, gear ratios available are 5½, 6, 6¾, 7¼, 7¾, 8¾, and 9¼ to 1.

Available in seven gear ratios

To permit use of 20 in. tires, 17½ x 4-in. drums are provided. The four types of brakes available are the Timken-Duplex, which is of the four shoe internal type with two shoes on opposite quadrants acting as service, and the other two shoes as emer-

gency on the same drum; Bendix brakes of the three-shoe internal type; Timken-Lockheed internal hydraulic brakes; or Timken-Westinghouse two-shoe internal air-type using two air operated spiral cams.



Cutaway of worm and wheel

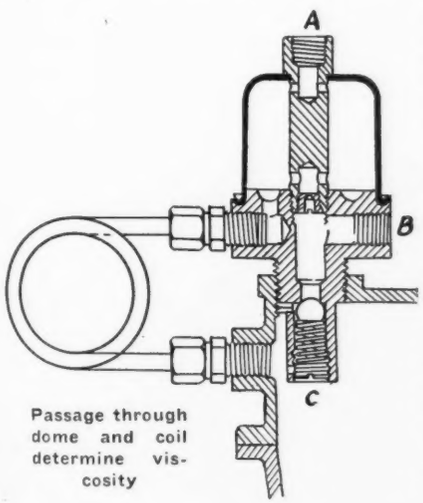
With the Timken-Duplex brakes the four shoes can be hooked up together to act as a single brake and an internal propeller shaft brake can be supplied if desired for mounting on the universal joint companion flange assembled on the forward end of the wormshaft. This drum is 13½ x ½ in.

Indicating Viscometer

Automatic Appliance Co.

416 N. Third St., St. Louis, Mo.

A DASHBOARD type instrument which indicates the viscosity of the oil in the lubricating system of an engine has been developed by this company. The meter is of the hydrostatic type and the oil is passed through two obstructions in succession. The first is a simple orifice and the second is an enlongated tube. The pressure at the inlet is kept constant by a spring loaded valve and the counter pressure due to passage of oil through the tube varies the viscosity of the oil. This counter pressure is shown on a dial on the dashboard. Referring to the illustration, the pressure regulating valve is at "C," the opening "B" is connected to the oil piping and the dash gage is connected to opening "A."



Passage through dome and coil determine viscosity

The time to change crankcase oil may be based upon viscosity rather than on a mileage basis, according to the makers of the Viscometer.

Continental Overhead Valve Engines

Continental Motors Corp., Detroit

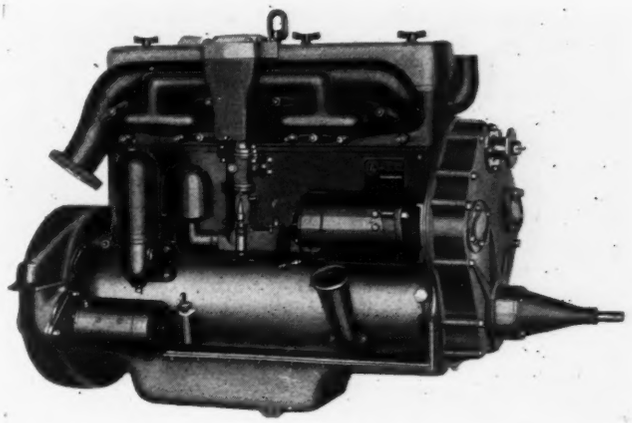
THE series of overhead valve engines intended for truck and bus service which was exhibited by Continental at the A.E.R.A. show in Cleveland last fall and the New York automobile show in January is now in production in the Detroit and Muskegon plants of the company.

Although the Model 20-R now being manufactured follows in general the design of the engine exhibited, several changes have been made, among them being the employment of chain drive for the front end including the fan.

Cylinder dimensions of Model 20-R are 4⅛ by 4¾ in. giving piston displacement of 381 cu. in. The unit develops 87 hp. at 2400 r.p.m. with peak torque of 242 ft. lb. at 700 r.p.m. and torque at maximum power is only 20 per cent lower than at peak, according to announcement by the company.

The front end chain is 2¼ in. wide, of ⅜-in. pitch, and it is provided with a large automatic adjustment. The chain is reversed over the cam sprocket and there are only six links between the cam and crank sprockets so that wear of the chain will not affect valve timing.

The fan is driven by the chain and the accessory drive has been worked out so that each unit is driven separately and may be removed without disturbing others.



Right side of new overhead valve Continental

The magneto is driven by a short chain which is adjustable for wear. Provision has been made for mounting an air compressor of either 3 or 6 cu. ft. capacity. All sprocket bearings are lubricated by oil under pressure and the chain is oiled by intermittent spurts from two points as well as discharged from the pressure relief valve.

Among the unusual features of design are the water pump paeking which is located between the shaft bushing and the impeller to seal the bushing from water and prevent grease from entering the circulating system. The valves are operated by a ball pressed into the valve end of the rocker which contacts with a cup having a flat nose on the lower side. This flat nose in turn meets a flat nosed cup which slips over the end of the valve. Double springs are used on the valves. All moving parts of the valve mechanism are supplied with oil under pressure.

Cylinder head assemblies of the entire series are interchangeable and this is also true of most of the accessories. A heavy lifting eye is incorporated in the top of the engine to expedite removal and replacement in chassis.

As mentioned in previous announcements the 20-R engine has seven main bearings, 2¾-in. diameter, of the interchangeable type. Bearing caps are of the bridge truss type which extend several inches on each side of the shaft and are retained by four bolts in a line. The crankcase is of nickel iron integral with the cylinders. Provision is made for the installation of an air compressor.

Krohn Kompensator

H. McFarlane & Co.

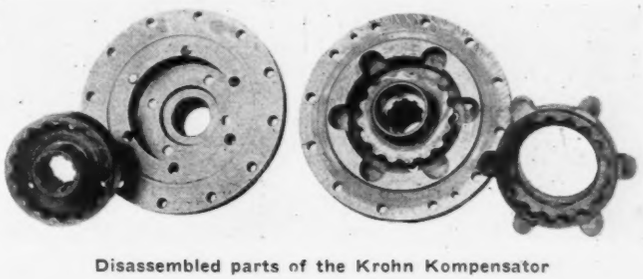
322 S. Green St., Chicago, Ill.

THIS device is a differential which is intended to prevent spinning of one wheel and consequent loss of power on the other when road conditions cause a loss of traction by one wheel. The Kompensator is designed to yieldingly resist the spinning action without being a positive locking device.

As shown in the illustration, the moving parts which are used in place of the bevel or spur gears in the usual differential consist of a central gear plate and two mating gears. The gear plate has the general form of a ring having on the outside a number of square lugs with rounded ends which engage loosely with notches machined in one of the differential cases. Lateral clearance is provided between the two members, thus permitting motion of the ring in a small circular path.

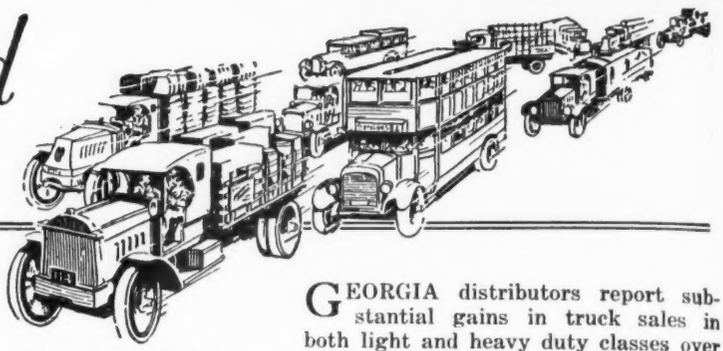
The gear plate has an external gear on one side and an internal gear on the other, both formed integrally with it. Two mating gears, internal and external, respectively, mesh with these gears and are splined to the corresponding axle shafts which they drive.

The number of gyrations which the gear plate performs in one complete revolution difference between the two axle shafts depends upon the relative number of teeth in the gears. Gear ratios have an important bearing on resistance and variations are obtainable by altering the design. The degree of resistance obtainable may vary from free to locking, according to individual requirements.



Disassembled parts of the Krohn Kompensator

Have You Heard That —



BUSINESS conditions throughout the country point to increased sales volume in the commercial and truck field, according to Howard Sneathen, director of commercial car and truck sales for Dodge Brothers, Inc. Analysis of new commercial car and truck registrations, Mr. Sneathen pointed out, shows that gains or losses in the trade for the first two months of 1928 compared to 1927 are well distributed among agricultural and industrial states. It indicates that while some sections of the country have dropped behind last year's mark, no depression in any particular industry is evident. Speaking of trends in design Mr. Sneathen observed that comfort and appearance are marked tendencies in the truck field.

A. W. Brownell, general business manager of Commercial Car Journal, has joined the "Hole-in-One" Club. The scene was the 185-yard, seventh hole of the new course of the Philadelphia Country Club.

THERE will be no further consideration of Federal legislation for the control of motor buses operated interstate by the present session of Congress. This was voted upon a few days ago by a special sub-committee of the House Interstate and Foreign Commerce Committee recently appointed to consider and report on the Parker bus regulatory bill, H.R. 12380, introduced March 24.

Harry E. Blythe has been appointed assistant to P. W. Litchfield, president Goodyear Tire & Rubber Co., in charge of personnel and sales problems. Mr. Blythe was formerly superintendent of the Goodyear California plant in Los Angeles, which position will be taken over by E. J. Thomas, formerly assistant to the president and manager of personnel at Akron.

THE Pierce-Arrow Motor Car Company has sold four fleets totaling 74 units and worth $350,000 for chassis alone to Pure Oil Co., R. H. Macy & Co., Erie County Highway Department and Consumer Rock & Gravel Co.

The Hydraulic Pressed Steel Co., Cleveland, Ohio, has been purchased by the Truscon Steel Co., Youngstown, Ohio, and will be operated as its pressed steel division.

H. G. Purdy has been appointed special representative of the Acme Motor Truck Co. and will operate from the factory branch at New York City. Mr. Purdy was formerly sales and advertising manager of the United States Recording Instruments Corporation.

W. C. White Reelected White President

STOCKHOLDERS of the White Motor Co. voted to reduce the Board of Directors from 12 to 10 members. With the exception of Windsor T. and Thomas H. White, who retired as officers of the company several months ago, all of the retiring members of the Board were reelected. Walter C. White was reelected as president and named Chairman of the Board at the meeting of that body.

Martin A. O'Mara was elected president of the Brockway Motor Truck Corp. at a recent meeting of the board. George A. Brockway, former president, was elected chairman of the board of directors and will continue as manager of the Cortland, N. Y., factory. J. Stephenson, former president of the Indiana Motor Truck Co., was chosen as chairman of the executive committee and will continue as manager of the Indiana factory

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HORSE drawn vehicles are no longer counted by the Michigan State Highway Department in its traffic census because they have decreased to a negligible number.

GEORGIA distributors report substantial gains in truck sales in both light and heavy duty classes over last season and a good summer outlook. For the first four months of this year truck sales are estimated to have been 25 to 35 per cent greater than during the same period last year. New Orleans reports optimistically that there is an increasing demand for both light and heavy duty trucks. While heavy duty sales are slow Boston finds the market for smaller types good. Truck sales continue to show an increase, is the conservative report from Chicago. Commercial car sales in Michigan still continue below the figures established last year. Seattle reports that truck sales are only a little less than last year. The truck market in Los Angeles shows slight improvement, but is still below expectations.

Rex Glasson has been appointed sales promotion manager for Dodge Bros., Inc. Mr. Glasson resigned as vice-president of Cram's Automotive Service to accept his present position.

PLANS for a $15,000,000 merger involving the Borg & Beck Co., Warner Gear Co., the Marvel Carbureter Co. and the Mechanics Machine Co. were recently revealed. The report also indicated that additional manufacturers will be added to the new firm. It is understood that a new holding company bearing the name of Borg & Beck Corp. will be formed.

C. H. Burr, treasurer of the S K F Industries, Inc., of New York, has been appointed a member of the Board of Directors, secretary and assistant treasurer of the Motor and Accessory Manufacturers Association to fill a vacancy caused by the resignation of A. H. D. Altree, vice-president of the American Bosch Magneto Corp., Springfield, Mass.

New Boston branch of the Sterling Motor Truck Co. of New England. The building, 100 x 150 ft., is located at 290 North Beacon St., Brighton District. James F. Darcy is branch manager

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DATE of the thirteenth annual summer meeting of the Automotive Equipment Association at Mackinac Island, Mich., has been changed from the week of June 10th to 16th inclusive to the week of 17th to 23rd inclusive.

H. O. Roosen has been appointed sales manager for Sterling Motor Truck Co. in the southern California territory with headquarters in Los Angeles.

Commercial Car Specifications on Page 35

THERE are two bills in Congress designed to protect innocent mortgagees and lienors from penalties imposed by confiscation of vehicles beyond their control for carrying liquor in violation of the prohibition laws. Known as Senate Bill No. 3816 and House Bill 12730, these bills are identical and are at present before Senate Finance Committee, headed by Senator Reed Smoot and the House Judiciary Committee, of which Rep. L. C. Dyer is acting chairman. The National Automobile Dealers Association in a letter to members urge that the chairman of these committees be written urging that the bills be adopted.

Frank W. Ruggles, former president of Republic Truck and Ruggles Truck, heads a newly organized company, the Dual Duty Co., Alma, Mich., to manufacture a new rear end assembly for converting Ford and Chevrolet trucks into six-wheel vehicles. H. E. Chatterton is vice-president; A. H. Madsen, treasurer; and Harley Williams, secretary.

ELIMINATION of the three per cent automotive excise tax is provided in the Senate Tax Bill, H.R. No. 1, recently reported out of the Senate Finance Committee. Repeal of the tax is held as a foregone conclusion, inasmuch as both the majority and minority members of the committee voted unanimously for its repeal. While opposed to the repeal of the tax, the president, it is stated, is ready to approve the Tax Reduction Bill including the measure.

M. J. McCallum will head the new factory branch of the International Harvester Co. recently established at Seattle, Wash. The executive staff also includes H. A. Loddick, parts manager; C. H. Melton, office manager, and Stewart McKie, shop superintendent.

THE practice of writing automobile insurance to members of a group at rates less than those charged to individuals not members of the group is held as discriminatory and illegal, according to a formal opinion recently rendered by the Pennsylvania Department of Justice. The Insurance Company Law of 1921 provides that all individuals, whether or not members of an automobile club or any other organization, of the same locality and subject to the same risks are to be charged the same rates.

Local Distribution Dependent on Trucks

Motor trucking has made the redistribution of fruits and vegetables to smaller cities and towns as efficient as their shipment to the larger cities, according to a bulletin just issued by the United States Department of Agriculture.

Although 36 of the principal cities unloaded 58 per cent of the carlot shipments of 16 leading fruits and vegetables in 1926, an average of 40 to 45 per cent of the carload receipts of apples were shipped out again to surrounding territory by truck in l. c. l. shipments.

According to a survey made in 17 Southern cities, from 10 to 50 per cent of the Southern peaches used in Pennsylvania cities ranging from 20,000 to 50,000 population, were brought in by truck in l. c. l. shipments from Philadelphia and Baltimore.

Herbert R. Roemmelt has been appointed manager of the Philadelphia branch of the National Motors Mfg. Co., succeeding R. C. Kauffman, resigned, according to an announcement by C. A. Metzger, secretary of the company. Mr. Roemmelt has also been appointed vice-president of the Day-Elder Motor Truck Company, subsidiary of National Motors.

ALLIED VAN LINES, INC., is the name of a new organization formed by members of the National Furniture Warehousemen's Association to handle long distance household removals on a standardized basis. Operation will be financed by annual fees paid by hauling and non-hauling members participating in the plan. The new service will travel about 200 trucks through 350 cities and towns in the central and eastern sections of the country.

Facts and Figures of the Autobile Industry, 1928 Edition, published by the National Automobile Chamber of Commerce is off press and now available.

CONSOLIDATION of the Veeder Mfg. Co., Hartford, Conn. and the Root Company of Bristol is nearing completion, according to Paine, Webber & Co. Both companies will continue to operate their present plants. The purchase price of the Veeder company is in excess of $2,000,000 and that of the Root company between $500,000 and $600,000. Desire on the part of Curtis H. Veeder, founder, and David J. Post, sales head, to retire has made the sale possible. By the terms of the sale Mr. Post will continue with the new company for one year and Mr. Veeder for a longer period.

C. O. Miniger, president of the U.S.L. Battery Corp. and Electric Auto-Lite Co., recently announced that the preliminary steps to the merger of both companies have been completed and that stockholder approval is assured. Mr. Miniger explained that the step was in line with the purchase of the starting and lighting business of the American-Bosch Magneto Corp. a year ago.

THAT 1928 will be another record truck export year is indicated by new marks established during the first quarter. The Department of Commerce reports that exports during the first three months of the year totaled 30,215, as compared with 25,470 in the corresponding period of last year. American truck exportation has shown an increase of well over 1300 per cent since 1913 in the number of units and over 900 per cent in value of trucks.

J. A. Robertson has been appointed assistant to C. T. Hutchins, advertising manager of the Goodyear Tire & Rubber Co. Mr. Robertson has had 15 years of successful selling and advertising experience. D. B. O'Neall has been selected to work directly with Mr. Hutchins and Mr. Robertson.

MOTOR DEALERS CREDIT CORP., South Bend, Indiana, has been appointed to handle exclusively financing of Studebaker dealers and their customers throughout the world. This new company is a subsidiary of the Industrial Acceptance Corporation which had provided financing for the company's dealers during the past nine years. A. G. Rumpf heads the new corporation as president, having resigned as secretary and assistant treasurer of the Studebaker Corp. to take over his new position.

Fitz Gibbons & Crisp, Inc., Trenton, N. J., was recently awarded a contract for 40 special bodies for R. H. Macy & Co., also large fleet orders from General Baking Co. and Stern Brothers, department store.

Brockway Motor Truck Corp. and Indiana Truck Corp. showed a combined net profit of $1,209,554 in 1927, comparing with $1,034,829 in the preceding year. The companies are now consolidated under the Brockway name.

Dinner and meeting of the Motor Truck Distributors' Association of Illinois recently held in Stevens Hotel, Chicago

Commercial Car Specifications on Page 35

MERGER of the Corbitt Truck Co., Henderson, N. C., with the Sterling Motor Truck Co., Milwaukee, was recently approved by the stockholders of both companies. The Sterling company is capitalized around $3,000,000 and the Corbitt company at $500,000. It is said the combined companies will have assets in excess of $4,000,000, a surplus of $800,000 and no debts.

C. P. Potter, engineer in charge of large motors and transformer divisions of the Wagner Electric Corporation, St. Louis, Mo., has been elected chairman of the St. Louis Section of the A.I.E.E. Mr. Potter last year served as vice-chairman of the section.

BROCKWAY MOTOR TRUCK CORP. plans to erect an assembly plant in Atlanta, having an initial capacity of about 1000 Indiana trucks per year. Work on the plant is expected to be under way this summer, with actual production to begin before the end of the year.

Haskelite Manufacturing Corp., makers of Haskelite and Plymetl, recently moved to larger quarters at 120 South La Salle St., Chicago.

FORMATION of the Universal Credit Corporation was recently announced by Edsel Ford. The organization is controlled by the Ford Company and created for the purpose of financing Ford products sold by its dealers. The first branch of the nation-wide plan will be established in Detroit in June. Initially capitalized at $10,000,000, the new corporation will be headed by Ernest Kanzler, former vice-president of the Ford Company and executive vice-president of the Guardian Detroit Bank.

American-La France & Foamite Corp. recently opened its latest branch at Elmira, N. Y., for the distribution and service of American-La France trucks.

ANOTHER step in the $7,000,000 consolidation program undertaken by the Unit Corp. of America, Milwaukee, is the acquisition of the Fuller & Sons Co., Kalamazoo, Mich., one of the oldest manufacturers of automotive transmissions and gears in the United States.

R. A. Carpenter, vice-president of the Spicer Mfg. Corp., will manage the new $500,000 plant of the company recently built in Toledo, according to an announcement by Charles A. Dana.

PRODUCTION of General Motors Truck Company for the first quarter of 1928 showed an increase of 412 per cent over the same period in 1927, according to O. L. Arnold, vice-president and director of sales. Paul W. Seiler, president, stated that production of Yellow parlor coaches is now proceeding at the rate of five a day.

J. J. Tobias was elected vice-president of the Moto Meter Co., at a recent meeting of the Board of Directors. Mr. Tobias has served with the company for the past 12 years in the capacity of equipment sales manager with offices in Detroit.

UNCERTAINTY as to the liability of finance companies, holding titles to automobiles pursuant to the provisions of conditional sales contract, for injuries occasioned by negligent operation of such automobiles in the State of Michigan has been removed by a broader definition of the word "Owner." The Michigan Supreme Court adopted the following definition: "The owner of property is one who has dominion over it, and who has the right to enjoy and do with it as he pleases, unless he be prevented by some contract or law which restrains his right." The contract vendee and not the vendor is the proper person to be denominated the "owner" by virtue of the above language, according to A. B. Dougherty, Deputy Attorney General. He also pointed out that the vendee should be designated in the certificate of title as the owner, subject to the contract vendor's lien therein specified.

M.A.M.A. Anticipates Record Half Year

THE automotive parts and accessory industry has an excellent chance of making the first half of 1928 a record six months, according to the Motor & Accessory Manufacturers Ass'n. March was the greatest business month in its history and April production schedules indicate only a slight falling off from March and orders on hand promise no more than an orderly seasonal decline until mid-year.

Secretary Mellon, through the intercession of C. C. Hanch, secretary of the National Association of Finance Companies, has afforded finance companies greater justice in the handling of automotive vehicles seized while transporting intoxicating liquors by instructions to Collectors of Customs and others concerned. The instructions provide that vehicles seized under the Tariff Act of 1922 will not be assigned as forfeited until sixty days subsequent to date of seizure instead of three weeks and that in the advertising of vehicles for sale and forfeiture serial numbers as well as motor numbers shall be listed in order to give a fuller description of the vehicle.

GENERAL MOTORS TRUCK CO. is consolidating all service stations of Greater New York in a new building at 211-225 West 61st St. The station will have a large stock of replacement parts.

Commercial Car Specifications on Page 35

AFTER one year's trial the Boston Elevated Railway Co. has decided to put 28 gas-electric drive buses in service in that city. The buses will be built by the following companies: 10 by the Twin Coach Co., Kent, Ohio; 11 by American Car & Foundry Motors Co. of New York; and 7 by the Versare Corp., Albany, N. Y. Electric equipment will be furnished by General Electric Co.

W. H. Post has been appointed manager of the Pittsburgh branch office of the Timken Roller Bearing and Sales Co. Mr. Post has been with the company for several years, during which time he was active in the Cleveland district.

THE new home of the General Motors Truck Co. branch was opened with much ceremony late in April at Fifth and Folsom Sts., San Francisco, Calif. V. O. Phillips, general sales manager of the corporation, and J. J. Davis, general manager of the branch, presided at the occasion. The building cost $300,000 and provides 40,000 sq. ft. of floor space.

Eaton Axle & Spring Co. report net income for the first quarter of the current year before taxes as $315,320. This compares with $274,853 for the same period in 1927.

THE manufacturing plant formerly operated by the Winther Motor Truck Co. and, later, by the Kenosha Fire Engine & Truck Co. at Kenosha, Wis., is being operated under a newly organized company known as the Olsen Mfg. Co. The new concern will specialize in machine shop work and in the repairing and rebuilding of all types of trucks.

L. L. Kinstler has been appointed manager of the Nelson Wheel Division of the Michigan Steel Casting Company. Mr. Kinstler was formerly general sales manager of the Van Wheel Corp.

MORE than 300,000 trucks and buses are equipped with Handy Governors, either as standard or extra equipment, according to an announcement by the Handy Governor Corp. of Detroit. The Handy Governor is installed between the carburetor and the intake manifold.

Walter B. Leach, president and general manager of Hunt-Spiller Manufacturing Corp., Boston, Mass., manufacturer of brake drums, died after a long illness at his home in Brookline, Mass. He was 58 years old.

BRITISH MOTORS, LTD., of Sydney, N. S. W., headed by D. Ryan, was appointed as representative of the Diamond T Motor Car Co. of Chicago in New South Wales. This company, it is stated, sold more than a million dollars' worth of motor cars in Australia during the past five years.

"Balanced" Steering

~ *the* KEY *to* Ease Comfort *and* Safety

EASE of wheel turn, alone, does not produce good steering. Neither does control of road shock, and neither does road-sympathy.

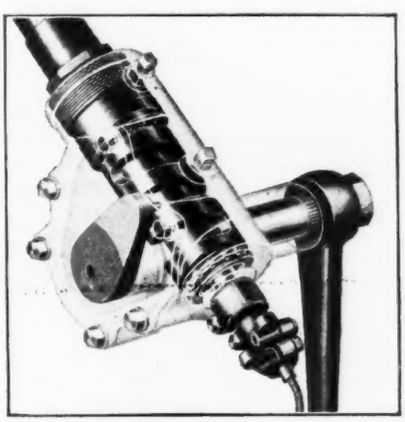
Steering can be considered good, only when each of these three qualities is combined with the others to produce balanced steering.

It is the exclusive cam-and-lever principle—radically different from other types of steering gears—that has enabled Ross to achieve a *balance* of these qualities never before approached.

The exceptional length of the inner lever arm, coupled with low internal pressures, produces remarkably easy wheel turn. The variable ratio of the cam, and the almost paradoxical lubricating action resulting from the line contact of the actuating and actuated members, reduce road-shock to an almost imperceptible minimum, yet road sympathy is not sacrificed.

The mechanical advantages of Ross Cam and Lever Steering and the way it operates to achieve these results are easily demonstrable. They form an interesting story of well-directed development. May we show you why Ross Cam and Lever Steering is standard equipment on 50 different makes of buses?

ROSS GEAR & TOOL CO. :-: LAFAYETTE, IND.



The balanced qualities of Ross Steering are largely the result of these features in which the Ross Cam and Lever Steering Gear differs from the ordinary type of steering gear:

Variable Ratio of Cam

Line Contact Between Actuating and Actuated Members

Low Internal Pressures

Powerful Internal Leverage

High Over-All Efficiency

ROSS *Cam* AND *Lever* STEERING

Draft of Model Traffic Code

(Continued from page 11)

the body which prepared the Code, it is not unreasonable to expect it to be similarly effective.

The model ordinance consists of nine articles, the first of which consisting of definitions of terms. In the second, the authority of the police is defined and the third deals with traffic signs and signals. The ordinance provides for signal systems employing red and green, and red, green and amber lights, and in each case defines clearly just what each color means. The tremendous increase in traffic lights and the lack of uniformity in their significance has resulted in untold confusion and delay, and the adoption of these standard definitions alone will do much to simplify driving and expedite traffic.

Pedestrians' rights and duties are covered in the fourth article. While not relieving the operator of the responsibility of exercising due care, the provisions of this article tend to place the burden of proof on the jay-walking pedestrian, as he has the right of way only when crossing the street on a cross-walk. Moreover, at an intersection where traffic is controlled, vehicles moving on a "Go" signal have the right of way over pedestrians. The next five sections deal in order with street cars and railroad trains; stopping, parking and starting; operation of vehicles; miscellaneous provisions, and penalties and procedure on arrest.

In the making of regulations designed to carry out the model ordinance, the committee recommends that such regulations be as few and as simple as possible, and that they be reasonably designed to increase safety and to facilitate traffic movement. Such regulations will command respect and to a large extent be self-enforcing. On the other hand, unreasonable or unduly restrictive measures arouse resentment and invite disobedience, thus making enforcement difficult.

Because traffic in each city is an individual problem it is recommended that the formulation of regulations be preceded by a scientific traffic survey. For this reason ordinances also have been drawn up providing for the creation of an official traffic commission and a traffic engineering department.

In view of the extent of the work done prior to the drafting of the model ordinance, in its final form, it should provide a standard which municipalities can accept and which will assure traffic regulation that will expedite vehicle movement and reduce the hazards of operation. For this reason and also because of the chaotic conditions created by the present lack of uniformity among the cities of the country, the truck trade undoubtedly will find it to their advantage to recommend its adoption in the cities in which they operate.

Making Market Analysis Pay

(Continued from page 13)

intended to use a bus for the transportation of employees but later they learned that the bus was being used for sales promotion work by the company. It manufactures food products and uses the bus to bring selected groups of women from nearby towns and suburbs to visit the plant.

A few days spent in soliciting sales of the general purpose vehicles known as station wagons proved profitable for a city salesman. He made a canvass of all of the large country estates in his territory and not only made several sales but he picked up leads for other sales due to the fact that the estate owners were men of means with interests in many lines of business.

MILWAUKEE SECTION of the Society of Engineers closed the season with the May meeting at which Chairman F. M. Young presided and F. S. Duesenberg read a paper on "Recent Development for High Speed and High Efficiency Motors." Milwaukee engineers announce that the past season was a banner year for speakers and attendance, the latter ranging from 100 to 200 per meeting.

Construction contracts in April in the territory east of the Rocky Mountains amounted to $643,137,100, or nine per cent over March this year and six per cent over April, 1927, according to F. W. Dodge Corp.

VAN'S AUTO SERVICE, 1429-31 Pennsylvania Ave., Baltimore, Md., has been appointed distributor in the Baltimore territory for Hahn heavy duty motor vehicles. C. R. Van Horn, proprietor, will continue in the general truck service business in addition to handling sales service for the Hahn line.

Gramm Motors, Inc., Lima, Ohio, reports an increase of 510 per cent in the production of trucks and buses during the month of March 1928 over the corresponding month in 1927.

WESTINGHOUSE AIR BRAKE COMPANY reports receipt of an order from the Gulf Refining Company for equipment of its entire fleet of more than 2000 tank trucks with the Westinghouse vacuum type brakes.

Coming Events

SHOWS

American Electric Railway Association, Public Auditorium, Cleveland ..... Sept. 22-28
Automotive Equipment Association, Coliseum, Chicago ..... Oct. 22-27
*Chicago ..... Jan. 26-Feb. 2
National Standard Parts Association, Cleveland Auditorium ... Oct. 29-Nov. 3
*New York ..... Jan. 5-12
United States Good Roads Show, Des Moines, Iowa ..... May 28-June 1

*Will have Special Shop Equipment Exhibit.

CONVENTIONS

American Automobile Association, Bus Division Meeting, Cincinnati .... June 27
American Automobile Association, Annual Meeting, Cincinnati .... June 28-29
American Electric Railway Association, Public Auditorium, Cleveland, Sept. 22-28
Automotive Engine Rebuilders Association, Coronado Hotel, St. Louis, June 11-14
Automotive Equipment Association, Grand Hotel, Mackinac Island, June 17-23
Automotive Equipment Association, Coliseum, Chicago ..... Oct. 22-27
National Association of Automobile Show and Association Managers, Before-Shows, Drake Hotel, Chicago ..... July 26-27
National Standard Parts Association, Hollenden Hotel, Cleveland, Oct. 29-Nov. 3
Society of Automotive Engineers, Chateau Frontenac, Quebec .. June 26-29
United States Good Roads Association and Bankhead National Highway Association, Des Moines, May 28-June 1
World Motor Transport Congress, Rome ..... Sept. 25-29

COMING FEATURES OF CHILTON CLASS JOURNAL PUBLICATIONS

June 10—A.E.A. Summer Meeting Number —Motor World Wholesale.
June 23—Engineering Issue—Automotive Industries.

A MISSISSIPPI Senate Bill providing that a person suffering property damage, personal injury or death from the negligent operation of a motor vehicle has a right of action before all other claims except taxes and license is held as objectionable by C. C. Hanch, general manager, National Association of Finance Companies. Mr. Hanch believes that it would frequently deprive the innocent holder of purchase lien of his equity in a motor vehicle without fault on his part. He further believes that the bill is unconstitutional, as it provides for the taking of property without due process of law.

General Motors Corp. earnings for the first quarter of 1928 of $69,468,576 compare with $52,551,408 for the corresponding period a year ago.

REO MOTOR CAR COMPANY reports that total shipments for April were 5277, which is just short of the 5545 record established in May, 1927. This mark, however, compares with 3539 in March. With a total of 3019, a new record for Speed Wagon shipments was established.

Export office of the White Company has been removed to the Transportation Building, 225 Broadway, 29th Floor, New York City, according to an announcement issued by G. B. Blakeley, New York representative.

THE Day-Elder Model J6, 3-ton, six-cylinder chassis has been reduced from $4,150 to $3,900, according to a report from the Day-Elder Motor Truck Co., subsidiary of the National Motors Mfg. Co., Newark, N. J.

Even Greater Safety With Four-Wheel Brakes

TIME-WORN traditions have been cast aside in designing Gotfredson Trucks with their new kind of performance, streamline appearance and remarkable value. Especially for those experienced truck owners who have learned that the purchase of reliable motor trucks is not based on the common fallacy of low initial cost but rather on dependability and profit-producing hours over a period of years, the new Gotfredson stands supreme.

Dealers and owners alike have come to understand that mere bigness is no guarantee of quality but a long-life job by necessity must be built of truck units exclusively. Extraordinary value and precision engineering are the happy combination which make the husky Gotfredson today's favorite.

You have only to step on the throttle of these new models to understand Gotfredson popularity.

Naturally it is much easier to demonstrate a line of trucks which the public already believes in. You will want this Gotfredson franchise and the profits your territory offers.

The New Model B-46 illustrated above carries many interesting sales features you will want to know more about.

Lockheed Four Wheel Brakes, Hydraulic Type.
Auxiliary Springs.
Radius Rod Construction.

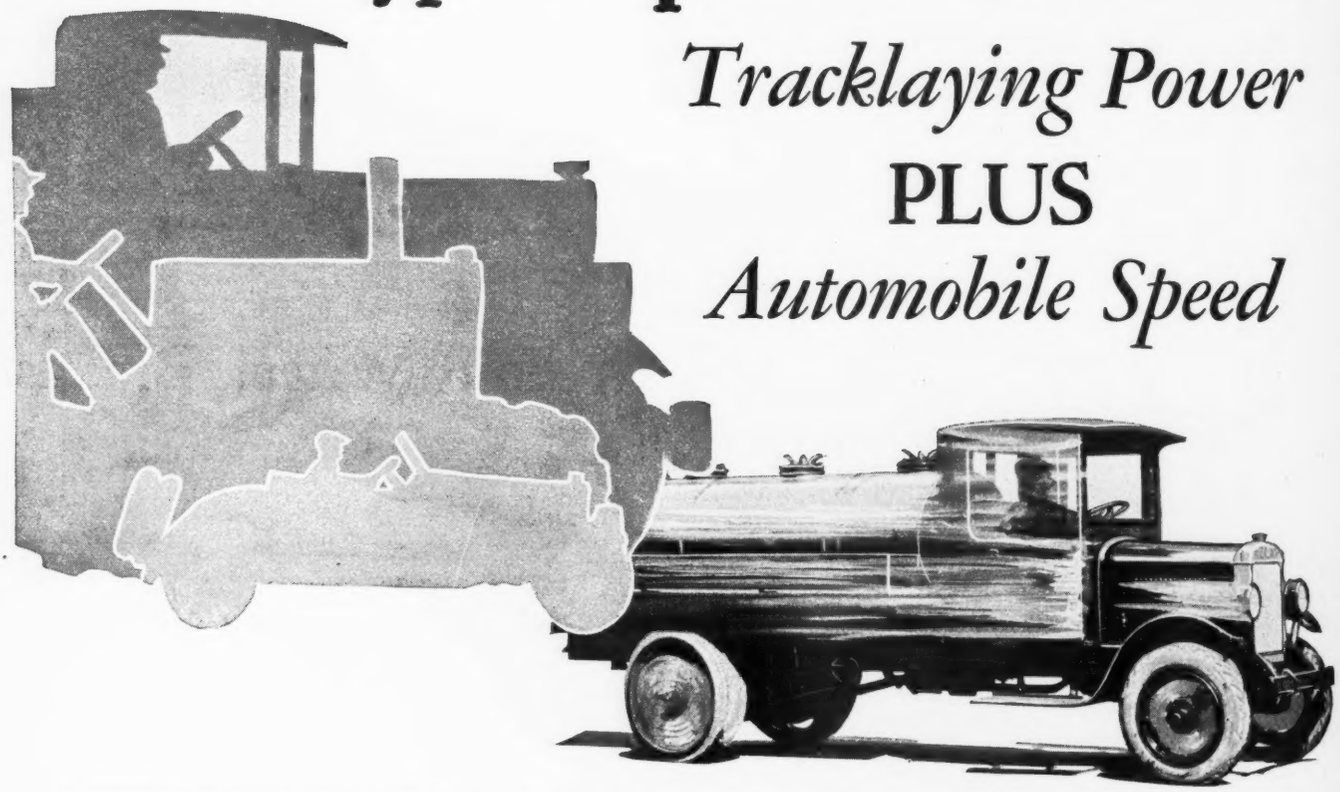
Gotfredson builds a truck for every commercial need. 1¼ to 7 tons. 4 or 6 cylinder engine.

GOTFREDSON TRUCK CORPORATION
Detroit
Factories: Detroit, Mich. Walkerville, Canada

Gotfredson Trucks

A new type of powered vehicle

Tracklaying Power PLUS *Automobile Speed*



THE Relay principle of drive gives it the smooth speed of the automobile with the power of a tracklaying tractor. Relay lays "an internal track" over obstacles, climbs them without jar, and swings the load safely in a cushioning cradle of steel.

For the first time in automotive history the weight of the load and the momentum of the truck are made to do useful work in starting and stopping—in conquering bumps, holes, mud and steep grades. This new principle of Sur-mounting Action provides the *most powerful starting and stopping traction ever known in trucks.*

The Relay Motor Truck sweeps aside former ideas of truck performance and operating costs. It brings the era of higher speed operation, of increased load safety, of greater ton-mileage and longer truck life. These are not merely claims—they are proved advantages that come from the Relay principle of drive.

Ask a Relay distributor to explain to you the advantages to be derived from the Relay drive principle. If you do not know the name of the Relay distributor nearest to you write to us for details.

RELAY MOTORS CORPORATION, LIMA, OHIO

Manufacturers of

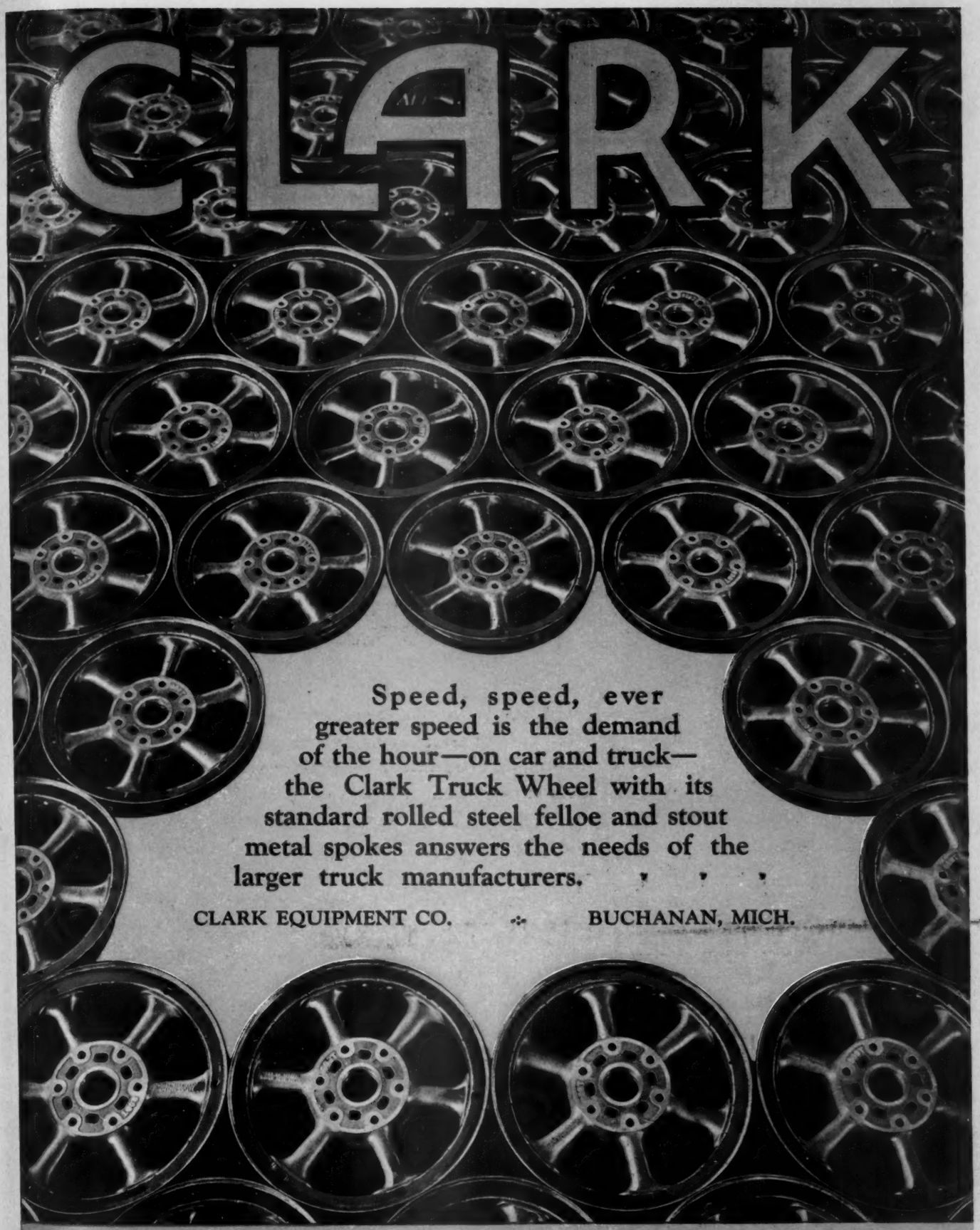
RELAY, COMMERCE, GARFORD *and* SERVICE TRUCKS *and* BUSES · *Capacities 1 to 5 tons*

RELAY MOTOR TRUCKS

"a new type of powered vehicle" *with the sur-mounting action*

TO DISTRIBUTORS—Relay is bound to supplant the ordinary motor truck, as gasoline supplanted horses. To you, it means a new business—clean-cut—beyond the reach of claims of competition. Relay means a new era in truck selling—as well as in truck use. Write or wire us now, or just tear off this coupon and write your name in the margin and we will send full particulars. C.C.J. 5

CLARK



Speed, speed, ever greater speed is the demand of the hour—on car and truck—the Clark Truck Wheel with its standard rolled steel felloe and stout metal spokes answers the needs of the larger truck manufacturers. ' ' '

CLARK EQUIPMENT CO. BUCHANAN, MICH.

TRUCK WHEELS

with Strength of Steel

SPEEDING THE PROGRESS OF THE WORLD

We have been forced by ever increasing production demands of the larger truck manufacturers to greatly increase our axle production schedules. We could build more axles but we could not build better axles than our present Clark Axles.

CLARK EQUIPMENT COMPANY
BUCHANAN - - MICHIGAN

CLARK AXLES

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Bus Use Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Motor Bus Chassis See Pages 46 and 47

* Corrections.
† New Models.

(Where prices are not given it is because we have been unable to get them from authoritative sources)

Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (Inches)	General: Tire Size: Front (Inches)	General: Tire Size: Rear (Inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Mode	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (Stripped)
1000 Pounds																																
*Chevrolet Nat. Com	395	107	S 30x4.50	S30x4.50	Own	4-3-11/16x4	21.7	H	PS	Non	Har	Car	V	D-R	D-R	P. Own	Own Nat.	U	3	Own	Own Nat.	S	1/6	4.18	13.88	E	Own Nat.	S.S	Own	Jax	Jax	1695
*Durant Com. Ch	495	103	B 28x4.75	B28x4.75	Con	4-3 3/16x4	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	3	Spi	Own	S	1/2	4.87	16.16	E	Own	Own	Own	Hay	Hay	1650
†Erskine	650	107	P 30x5	P 30x5	Con 9F	6-2 3/4x4 1/2	18.2	L	PC	Non	Lon	Sch	V	D-R	D-R	D. Lon	.....	U	3	Spi	.....	B	1/2	5.12	15.7	F	Tim	Own	Gem	Kel	Fir	2000
General Motors T-11	585	110	B 29x4.75	Pontiac	6-3 1/4x3 3/4	25.3	L	PC	Non	Lon	Car	V	V	D-R	D-R	P. Own	Own	U	3	Own	Own	S	1/2	4.18	13.92	E	Own	.....	Jac	Mot	.....	1820
Graham Bros. SD	....	108	B 29x5.00	B29x5.00	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	MeC	Ste	V	N-E	N-E	P. B&B	Dodge	U	3	Dodge	Dodge	S	1/2	3.77	12.90	B	Dodge	Det	Gem	Kel	Kel	2035
Reo Speed Wagon Jr.	895	115	B 28x5.25	B28x5.25	Con	6-3 1/4x4	25.3	L	PC	Non	Har	Sch	V	N-E	N-E	P. B&B	W-G	U	3	Spi	Sal	S	1/4	4.7	14.63	E	Sal	S. S.	Ros	Mot	Fir	2290
1500 Pounds																																
Graham Bros. DD	670	116	B 31x5.25	B31x5.25	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	MeC	Ste	V	N-E	N-E	P. B&B	Own	U	3	Dodge	Dodge	S	1/4	4.17	17.22	A	Own	Det	Ros	Kel	Kel	2170
GrahamBros. DDX	685	116	P 33x4 1/2	P 33x4 1/2	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	MeC	Ste	V	N-E	N-E	P. B&B	Own	U	3	Dodge	Dodge	S	1/2	4.17	17.22	A	Own	Det	Ros	Kel	Kel	2210
Int. HarvesterSpec. Del.	....	116	B 30x5.25	B30x5.25	Wau X	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	G	D-R	D-R	Roc	M.M.	U	3	M-M	Eat	S	1/4	4.45	.....	B	Eat	.....	D-G	.....	Fir	2050
Kleiber	1450	136	P 30x5	P 30x5	Con	6-3 3/8x4 1/2	27.3	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 20	U	3	Spi	Tim 5260	B	1/2	5.36	.....	B	Tim 12300	Bet	Ros	Smi	Fir	.....
*Rugby Fast Mail	975	110	B29x5.00	B29x5.00	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	U	3	Spi	Own	S	1/2	4.45	14.8	E	Own	Own	Own	Hay	Hay	2375
Stewart Buddy	895	118	B 30x5.25	B30x5.25	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Own	Zen	G	D-R	D-R	D. Own	Own	U	3	Own	Own	B	1/4	4.8	30.0	A	Own	Own	Gem	Own	Fir	2250
*Studebaker	925	113	B 32x6.00	B32x6.00	Own	6-3 3/8x4 1/2	27.3	L	PC	Non	Lon	Str	O	D-R	D-R	P. Lon	Own	U	3	Spi	Own	S	1/2	4.6	14.9	F	Own	Own	Ros	Kel	Kel	2590
Velie	1165	112	B30x5.25	B30x5.25	Own	6-3 11/16x4 1/4	24.4	H	FP	.....	.....	Str	V	A-L	A-L	P. B&B	Roc	U	3	Cle	Own	S	1/2	4.9	.....	F	Own	Mar	Ros	Mot	Jax	2352
1 Ton																																
Acme 14	....	120	P 30x5	P 30x5	Con H8	4-3 3/8x4 1/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	M.M.	U	3	M.M	Sal 1595E	S	1/2	6.1	18.73	B	Sal SK267	Det	Ros	Bim	Fir	2000
Acme 16	....	120	P 30x5	P 30x5	Con 20L	6-2 3/4x4 3/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	M.M.	U	3	M.M	Sal 1595E	S	1/2	6.1	18.73	B	Sal SK267	Det	Ros	Bim	Fir	2100
Acorn 20P	1185	132	B 32x6.00	B 32x6.00	Con 15C	6-3 3/8x4 5/8	27.3	L	PC	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful DU10	U	3	Spi	.....	B	1/2	4.5	.....	.....	.....	Tut	Lav	.....	.....	3500
Biederman	....	138	P 30x5	P 30x5	Con 8R	6-3 3/8x4 1/2	27.3	L	PC	Non	Own	Zen	G	Del	A-L	D. B-L	B-L 31	U	3	Spi	Cla	B	1/4	5.5	27.	A	Shu	Mat	Ros	Cla	Fir	3200
*Chevrolet Cap	495	124	P 30x5	P 30x5	Own Cap	4-3 1/16x4	21.7	H	PS	Non	Har	Car	V	D-R	D-R	P. Own	Own Cap.	U	3	Own	Own Cap.	S	1/4	5.43	18.03	A	Own Cap.	S.S	Own	Jax	Jax	2060
†Chicago AX	....	121 1/2	P 32x6	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Chi	Zen	G	A-L	A-L	D. B-L	B-L 20 B	U	3	Pet	Tim 5260	B	1/2	5.71	19.07	A	Tim 11600	Mat	Ros	Smi	Fir	2850
Clydesdale 16	....	140	P 34x5	P 34x5	Con S4	4-4 1/4x4 1/2	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.43	30.86	A	Tim 1250	Per	Ros	St M	Fir	3450
Commerce 8A	....	130	P 30x5	P 30x5	Con 11U	6-3 1/4x4 5/8	25.3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. Lon	Cov JUH	U	3	Blo	Cla B365	B	1/4	5.66	20.5	A	Shu 310	Bea	Ros	Smi	Fir	2900
Concord K	1750	130	P 30x5	P 30x5	Bud WTU	4-3 3/8x5 1/8	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Blo	Col 54008	B	1/4	5.1	18.46	A	Col 5307	Bea	Ros	St M	Fir	2900
Corbitt 20	....	132	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	FP	Non	McC	Zen	V	D-R	D-R	D. B-L	B-L	U	3	Spi	Tim 5260	B	1/2	6.14	20.45	A	Eat 750	Mat	Ros	Smi	Fir	3025
Day-Elder M	1345	131	P 30x5	P 30x5	Con 16C	6-3 3/8x4 5/8	27.3	L	PC	Non	G&O	Zen	G	D-R	D-R	D. Ful	Ful DU10	U	3	Spi	Col 35006	B	1/2	5.57	23.9	A	Col 1631	Bea	Ros	Cla	.....	3100
Denby 41	....	128	P 34x5	P 34x5	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	A-L	A-L	D. Ful	Ful	U	3	U-P	Col 54005	S	1/4	5.8	23.2	..	Con	Det	Ros	St M	Fir	3315
Diamond T76	....	130	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	D. Cov	Cov JUC	U	3	Spi	Col 54005	B	1/4	5.12	18.6	A	Col 5306	Mat	Ros	Smi	Fir	3240
*Diamond T150	....	127 1/2	P 30x5	P 30x5	Con 18E	6-3 3/8x4	27.3	L	PC	Non	G&O	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Spi	Col	S	1/2	5.12	18.6	G	Col 3440	Mat	Ros	.....	Fir	.....
§Eagle 10	....	130°	P 30x5	P 30x5	Lyc CT	4-3 3/8x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov JUC	U	3	Pet	Col 350-3	B	1/2	5.12	18.8	A	Col 1631	Cha	Ros	Smi	Fir	3000
Federal F6	....	124	P 30x5	P 30x5	Con 30L	6-2 7/8x4 3/4	19.8	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	U	3	Pet	Tim 5260	B	1/2	5.85	22.3	A	Own	Mat	Gem	M.M.	Fir	2500
Federal Scout	....	124	P 30x5	P 30x5	Wau X	4-3 1/16x4 1/2	19.6	L	PC	Non	Lon	Zen	..	D-R	D-R	P. Lon	Own	U	3	Pet	Tim 5260	B	1/2	5.85	22.3	A	Own	Mat	Gem	M.M.	Fir	2400
Fisher Jr. Express	....	140	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	FP	Non	Per	Ste	V	A-L	A-L	. Lon	M.M L U	U	3	Blo	Sal F	S	1/2	6.1	.....	B	Sal F	Det	Ros	Smi	.....	2500
Garford 20	....	136	P 30x5	P 30x5	Bud WTU	4-3 3/8x5 1/2	22.5	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	Mun	U	3	Spi	Col	S	F	5.1	20.4	A	Col	Per	Han	Day	Fir	3300
Garford 20-6	....	136	P 30x5	P 30x5	Bud HS6	6-3 3/8x4 1/2	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	Mun	U	3	Spi	Col	S	F	5.1	20.4	A	Col	Per	Han	Day	Fir	3350
General Motors T-19	745	126 1/2	P 30x5	P 30x5	Pontiac	6-4 1/4x3 3/4	25.3	L	PC	Non	Lon	Car	P	D-R	D-R	.....	Own	U	3	Own	Own	B	1/2	5.43	37 33	A	Own	.....	Jac	.....	.....	2525
General Motors T-20	1095	132°	P 30x5	P 30x5	Buick Std.	6-3 1/16x4 1/2	23.4	H	PC	K-P	Lon	Mar	V	D-R	D-R	D. Own	Mun	U	3	U-M	Tim 5260	B	1/2	5.57	22 28	A	Tim 11600	Arm	Ros	M. M	Kel	2900
Gotfredson 20 B	....	131*	P 30x5	P 30x5	Bud WTU	4-3 3/8x5 1/8	22.5	L	PC	Non	MeC	Zen	V	D-R	D-R	P. B&B	B-L 20B	U	3	Spi	Cla B365	B	1/2	5.66	18.9	B	Shu 5400	Det	Ros	Van	Fir	3000
Graham Bros. BD	895	126	P 30x5	P 30x5	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	MeC	Ste	V	N-E	N-E	P. B&B	Own	U	3	U-P	Own	S	1/2	5.10	21.08	A	Own	Det	Ros	Cla	Kel	2530
§Graham Bros. ID	980	137	P 30x5	P 30x5	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	MeC	Ste	V	N-E	N-E	P. B&B	Own	U	3	U-P	Own	S	1/2	5.10	21.08	A	Own	Det	Ros	Cla	Kel	2860
Graham Bros. IDX	1020	137	P 33x5	P 33x5	Dodge	4-3 7/8x4 1/2	24.0	L	SP	Non	MeC	Ste	V	N-E	N-E	P. B&B	Own	U	3	U-P	Own	S	1/2	5.10	21.08	A	Own	Det	Ros	St M	Fir	2875
Gramm 263N	1485	133*	P 30x5	P 32x6	Lyc S	6-3 1/4x4 1/2	25.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	S	1/4	5.33	21.3	B	Col 5300	Mat	Ros	Smi	Fir	3585
Gramm-Bernstein 10	....	129	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pla	Sal A	B	1/4	5.85	23.08	B	Sal D	Per	Ros	Ind	Fir	3020
Hahn SJ4	....	138	P 30x5	P 30x5	Her O	4-4x5	25.6	L	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L 30	U	3	Pet	Eat 1002	S	1/2	5.33	21.8	A	Eat 750	Mat	Ros	Van	Fir	3100
Hahn SJ6	....	138	P 30x5	P 30x5	Bud HS6	6-3 3/8x4 1/2	27.3	L	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L 30	U	3	Pet	Eat 1002	S	1/2	5.33	21.8	A	Eat 750	Mat	Ros	Van	Fir	3200
Indiana 200	....	137 1/2	P 30x5	P30x5	Wis F	6-3 1/4x4 1/4	25.3	H	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	B-L 20A	U	3	Spi	Col 3600	B	1/2	4.7	19.9	A	Col 16000	Eat	Ros	.....	Fir	3100
King Zeitler 22A	....	131	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	PC	Non	Chi	Zen	G	A-L	A-L	D B-L	B-L 20	U	3	Blo	Tim 5260	S	1/4	6.83	22.8	A	Shu 5400	Tut	Ros	Bim	Fir	3000
†Kissel	....	140	P 34x5	P 34x5	Own	6-3 1/4x5 1/2	24.1	L	SP	Non	MeC	Str	V	D-R	D-R	D. W-L	W-G T38L	U	3	Spi	Tim 6258	W	F	5.16	18.88	A	Tim 1452	Mat	Ros	Bim	Fir	3780
Kleiber	1450	136	P 30x5	P 30x5	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 20	U	3	Spi	Tim 5260	B	1/2	5.36	.....	B	Tim 12300	Bet	Ros	Smi	Fir	3000

Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (Inches)	General: Tire Size: Front (Inches)	General: Tire Size: Rear (Inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1 Ton—Cont'd																																
Larrabee A3	....	133	P 30x5	P 30x5	Con 11U	6-3¼x4⅝	25.3	L	PC	Non	Fed	Zen	G	D-R	D-R	D. B-L	B-L	U	3	Spl	Col 1600	B	½	5.10	17.1	...	Col 35000	Eat	Ros	Sml	Fir	3100
Luedinghaus	....	130	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	G	Eis	A-L	D. Ful	Ful SU10	U	3	....	Wis 800G	W	½	....	....	A	Shu 5410	....	Ros	Smi	Fir	2870
Menominee	1650	132	P 30x5	P 30x5	Wis SU	4-4x5	25.6	H	PC	Non	Per	Zen	V	Eis	A-L	P. B&B	D-G KL400	U	3	Blo	Col 54000	S	¾	4.58	18.3	A	Col 5400	Tut	Ros	Van	Fir	3250
†Reo DA	995	123	P 30x5	P 30x5	Con 16E	6-3⅜x4	27.3	L	PC	Non	Har	Sch	V	N-E	N-E	P. B&B	W-G	A	3	Spi	Sal	S	½	4.7	14.63	E	Sal	Std	Ros	Mot	Fir	2755
†Reo DC	1075	138	P 30x5	P 30x5	Con 16E	6-3⅜x4	27.3	L	PC	Non	Har	Sch	V	N-E	N-E	P. B&B	W-G	A	3	Spi	Sal	S	½	4.7	14.63	E	Sal	Std	Ros	Mot	Fir	2850
*Rugby Exp	975	128	P 30x5	P 30x5	Con	6-2⅝x4¾	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	4	Spi	Sal	S	½	5.39	22.4	E	Sal	Own	Gem	Bim	Bim	2510
Sandow G	....	120	S 33x5	S 33x5	Her OX	4-4x5	25.6	L	PS	Non	Chi	Str	G	Eis	Non	D. Ful	Ful TU¾	U	3	Spi	She	W	½	5.5	23.4	A	Shu 310	....	Ros	Opt	Fir	3000
Sandow GA	....	130	S 32x6	S 32x6	Her OX	4-4x5	25.6	L	PC	Non	Own	Str	V	D-R	D-R	P. B&B	W-G	U	3	Spi	She	S	½	5.5	15.6	A	She 310	Mar	Law	Dis	Fir	3000
†Selden 17	....	142	P 30x5	P 30x5	Con 18E	6-3⅜x4	27.3	L	PC	Non	Own	Str	V	D-R	D-R	P. B&B	W-G	U	3	Blo	Col	S	½	5.5	15.6	A	She 310	....	Ros	Smi	Fir	3000
Service 25H	....	**146**	P 32x6	P 32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	D-R	D-R	P. B&B	W-G	U	3	Blo	Col	S	½	5.1	....	A	....	....	....	....	....	3750
Stewart Buddy	995	128	P 30x5	P 30x5	Con	6-2⅞x4¾	19.8	L	PC	Non	Fed	Job	G	D-R	D-R	D. W-G	W-G	U	3	M-E	Tim 5620	B	F	6.42	30.8	A	Shu 310-20	She	Ros	Smi	Fir	3900
United 16	....	122½	P 32x4½	P 32x4½	Wau X	4-3½x4½	19	6	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	W-G	U	3	Spl	Sal	B	½	5.57	17.1	G	Own	Det	Gem	Cla	Fir	2550
United 16C6	....	120	P 32x4½	P 32x4½	Con 20L	6-2¾x4¾	18.2	L	PC	Non	Per	Til	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla B365	B	½	5.66	17.63	B	Shu 5400	Det	Ros	Van	Fir	2400
§U. S. U	1850	138	P 34x5	P 34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Str	V	A-L	A-L	P. B&B	W-G	U	3	Blo	Cla B-365	B	½	5.66	17.63	B	Shu 5400	Det	Ros	Van	Fir	2500
Wachusett S	....	152	S 34x5	S 34x5	Con 8R	6-3⅝x4½	27.3	L	PG	Non	Own	Zen	V	L-N	L-N	P. Own	Own 15	A	3	M.M.	Tim 5260	B	½	6.25	30.0	A	Shu 350	....	Lav	Sch	Fir	3400
White 15 B	1545	133½°	P 30x5	P 30x5	Own GKA	4-3¾x5⅛	22.5	L	FP	Non	Own	Til	V	A-L	A-L	P. B&B	Own	U	4	Spi	Tim 5516	B	½	5.36	18.6	A	Own 15	Sav	Ros	Smi	Fir	3300
Willys Knight T-100	....	130	P 30x5	P 30x5	Own	6-2¼x3⅞	20.7	X	FP	Non	Own	Zen	V	Bos-A	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim1341EGO	Own	Own	Own	Fir	3242
Yellow Cab T1	1450	130	P 33x5	S 33x5	Con V4	4-3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos-A	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim1341EGO	Mat	Gem	M.M	Hay	2700
Yellow Cab T-1	1550	150	S 33x5	S 33x5	Con V4	4-3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos-A	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim1341EGO	Mar	Gem	Mot	Fir	3130
Yellow Knight T2	1095	124	P 30x5	P 32x6	Yell V	4-3½x5	18.9	X	PS	Non	Lon	Zen	G	N-E	N-E	P. B&B	Mun T23	U	3	Thel	Tim 5310-21	S	½	6.14	24.5	A	Tim 12300	Mar	Gem	Mot	Fir	3210
1¼ Ton																																
Acme 24	....	136	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Col 54010	S	F	5.85	23.4	A	Col 5303	Det	Ros	Sml	Fir	3450
Atterbury 26B	....	132	P 30x5	P 30x5	Lyc S	6-3¼x4½	25.3	L	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	3	Blo	Cla	S	B	½	5.6	18.7	A	Shu	She	Gem	Bim	Fir	3470
Biederman	....	154	P 32x6	P 32x6	Con 8R	6-3⅝x4½	27.3	L	PC	Han	Own	Zen	G	D-R	A-L	D. B-L	B-L 31	U	3	Spl	Cla	B	B	½	7.2	35.0	A	Shu	Mat	Ros	StM	Non	3600
*Brockway Junior	....	130	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 20	U	3	Spl	Col 36001	B	B	½	5.12	20.84	G	Col 3204	Row	Ros	Gab	Fir	2990
Clinton 20B	....	153	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	Spl	D-R	D. B-L	B-L 31	U	3	Spi	Sal	B	B	½	6.28	29.5	A	Shu 5405	Row	Ros	Van	Fir	3750
Clydesdale 10A	....	154°	P 34x5	P 34x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Blo	Cla B501	W	W	½	6.28	29.5	A	Shu 5405	Per	Ros	Smi	Fir	3250
*Concord KX6	....	160	P 32x6	P 32x6	Bud HS6	6-3⅜x4	27.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Spi	Sal	S	S	½	6.75	32.4	A	Tim 1250	Per	Ros	Smi	Fir	3500
*Corbitt 620	....	135	P 30x5	P 30x5	Con 18E	6-3⅜x4½	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20	U	4	Spi	Tim 5260H	S	S	½	5.1	18.46	A	Col 5307	Bea	Ros	St M	Fir	3500
Defiance F1	....	130	P 30x5	P 30x5	Con 18E	6-3⅜x4	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	P. B&B	Ful DU	U	3	Blo	Col 54008	S	S	½	5.57	22.86	G	Tim 11703H	Mat	Ros	....	Fir	3350
*Diamond T77	....	138½°	P 30x5	P 30x5	Her WXA	6-3⅜x4½	27.3	L	PC	Non	....	Zen	....	A-L	A-L	D. Cov	Cov	U	3	Spi	Col	S	B	½	5.57	....	....	Shu 350	....	Gem	Smi	Fir	3200
Gramm 263 N	1485	133°	P 30x5	P 32x6	Lyc S	6-3¼x4¾	25.3	L	PC	Non	G&O	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	S	B	½	5.12	18.6	G	Col	Mat	Ros	....	Fir	3540
Gramm-Bernstein 10	....	129	P 30x5	P 30x5	Lyc CT	4-3¾x5	25.6	L	PC	Non	MeC	Str	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	B	B	½	5.33	21.3	B	Col 5300	Mat	Ros	Smi	Fir	3585
Indiana 11X	....	120	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	MeC	Str	G	A-L	A-L	P. B-L	B-L 31	U	3	Spl	Cla B365	S	S	½	5.85	23.4	B	Sal D	Per	Ros	Ind	Fir	3020
Indiana 11	....	129½°	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	MeC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spl	Cla B365	S	S	½	5.1	24.48	A	Shu 5405	Bea	Ros	Cla	Fir	3300
Indiana 611	....	133°	P 30x5	P 30x5	Con 15C	6-3⅝x4⅝	27.3	L	PC	Non	MeC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spl	Cla B365	S	S	½	5.1	24.48	A	Shu 5405	Bea	Ros	Cla	Fir	3300
*Int. Harvester S-24	....	130	P 32x4½	P 32x4½	Lyc CT	4-3¾x5	22.5	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U	3	M. M	Eat	S	S	½	5.1	24.48	A	Shu 5405	Bea	Ros	Cla	Fir	3675
*Int. Harvester S-26	....	130	P 32x4½	P 32x4½	Lyc 4SL	6-3¾x4½	25.3	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U	3	M. M	Eat	S	S	½	5.33	21.3	A	Own	S.S.	CAS	....	Fir	3050
Maccar 36	....	140	P 30x5	P 30x5	Bud HS	6-3⅝x4½	27.3	L	PC	Non	Chi	Zen	G	Bos-A	Bos-A	D. Ful	Ful SU	U	3	Spl	Cla	S	B	½	5.33	21.3	A	Own	S.S.	CAS	....	Fir	3090
Master 11	....	132	P 35x5	P 35x5	Bud WTU	4-3¾x5½	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	S	B	½	5.33	21.3	A	Eat	Row	Ros	Van	Fir	3700
Republic 75-6	....	128½	P 35x5	P 30x5	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	S	B	½	5.66	27.2	A	Shu 5405	Det	Ros	StM	Fir	3000
Republic 75	....	124°	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20B	U	3	Spi	Sal	S	B	½	5.5	22.0	A	Tim	Det	Ros	Van	Fir	3150
Republic 15	....	134	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20B	U	3	Spi	Col 34000	B	B	½	5.33	21.3	A	Eat	Mat	Han	Van	Fir	3000
Ruggles 18	....	134	P 30x5	P 30x5	Lyc 4 SG	6-3¼x4½	25 3	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Col 34000	B	B	½	4.7	15.7	A	Col 1600	Det	Jac	Van	Fir	3000
Ruggles 18	....	134	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Col 34000	B	B	½	4.7	15.7	A	Col 1600	Det	Jac	Van	Fir	3000
*Selden Pacemaker 25	....	142°	S 30x5	S 30x5	Con C15	6-3⅜x4⅝	27.3	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Cla	B	B	½	....	....	A	Shu	....	Ros	Van	....	4300
*Selden Pacemakes 27	....	142°	S 30x5	S 30x5	Con C15	6-3⅜x4⅝	27.3	L	PC	Non	Own	Zen	G	D-R	D-R‡	D. B-L	B-L 31	U	3	Spi	Cla	B	B	½	....	....	A	Shu	....	Ros	Van	....	4300
Stewart 16	1295	130	P 32x6	P 32x6	Lyc CT	4-3¾x5	22.5	L	FP	Non	Own	Zen	G	D-R	D-R	D. Ful	Ful	U	3	Spi	Cla	B	B	½	....	....	A	Shu	....	Ros	Van	....	4300
Stewart 16X	1295	130	P 32x6	P 32x6	Lyc	6-3¼x4½	25.3	L	FP	Non	Own	Zen	G	A-L	A-L	D. B-L	B-L 20B	U	3	Spi	Cla	B	B	½	5.10	24.0	G	Col 3008	Det	Gem	Ind	Fir	2680
United 20	....	128	P 30x5	P 30x5	Con 12C	6-3¼x4⅝	25.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Spi	Cla B-365	B	B	½	5.1	24.0	G	....	....	....	....	Fir	2800
United 20C6	....	131	P 30x5	P 30x5	Con	6-2⅞x4¾	19.8	L	PC	Non	Lon	Zen	V	L-N	L-N	P. Own	Own GRBB	U	4	Spi	Cla	B	B	½	5.1	24.0	G	....	....	....	....	Fir	2900
Victor 25	2725	146°	P 32x6	P 32x6	Own GRC	4-4x5¾	25.6	L	FP	Own	Own	Zen	V	D-R	D-R	D. B-L	B-L	U	3	Blo	Tim	S	S	½	5.57	....	A	Shu	....	....	....	....	4300
*White 57	....	129	P 30x5	P 30x5	Con 31L	6-2⅞x4¾	19.8	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L	U	3	Blo	Tim	S	S	½	5.57	....	A	Shu	....	....	....	....	4300
Woods 20B6	....	129	P 30x5	P 30x5	Con 31L	6-2⅞x4¾	19.8	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L	U	3	Blo	Tim	S	S	½	5.57	....	A	Shu	....	....	....	....	4300
1½ Ton																																
Acme 36	....	136	P 32x6	P 32x6	Con 8R	6-3⅝x4½	27.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Tim 5620	B	F	6.43	25.7	A	Tim 1460	Det	Ros	Sml	Fir	3600
Acorn 30	2300	144	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	G	A-L	....	D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	S	½	Opt	Opt	A	Shu 250	Tut	Ros	....	....	4400
Acorn 30-P	2300	144	P 30x5	DP30x5	Con 15C	6-3⅜x4⅝	27.3	L	PC	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful SU 12	U	3	Spi	Cla B365	S	S	1½	Opt	Opt	A	Shu 350	Tut	Ros	....	....	4400
Amer. LaFrance Chief	2850	Opt.	P 32x6	DP32x6	Bud DW6	6-3¾x5	33.7	L	PC	Bud	G&O	Zen	V	D-R	D-R	P. B&B	Ful G7	A	4	Spi	Tim 63702	W	W	F	6.5	31.2	E	Sal	Mat	Ros	Van	Fir	5600
Armleder 30	....	148°	S 34x4‡	S 34x6‡	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	W	½	7.25	39.0	A	Tim	Mar	Ros	Smi	Fir	4400
§Armleder 30	....	150°	S 34x4‡	S 34x6‡	Bud KBU-1	4-4x5¼	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	W	½	7.25	39.0	A	Tim	Mar	Ros	Smi	Fir	4500
Armleder 30B	....	153°	S 34x4‡	S 34x6‡	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	W	½	7.25	39.0	A	Tim	Mar	Ros	Smi	Fir	3900
Armleder 30–6	....	145	P 30x5	DP30x5	Lyc C4	4-4x5	25 6	...	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	B	F	6.4	21.4	A	Shu	She	Gem	Van	Fir	3900
*Atterbury 20G4	....	145	P 30x5	DP30x5	Lyc 4S	6-3¼x4½	25.3	...	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	B	F	6.4	21.4	A	Shu	She	Gem	Van	Fir	3900
*Atterbury 26G6	....	145	P 30x5	DP30x5	Own A	4-4x5½	25.6	L	SP	Non	G&O	Str	V	L-N	L-N	D. B-L	B-L 31	U	3	Spi	Tim 5623-BX	S	F	6.43	30.62	E	Tim14703BX	S. P.	Han	....	....	3900
Autocar A	....	142°	P 32x6	P 32x6	Con 8R	6-4x5	27.3	L	PC	Non	Own	Zen	G	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim	W	½	7.75	38.0	A	Shu	Mat	Ros	StM	Non	4600
Biederman	....	160°	S 34x5	S 34x8																												

Brockway B	....	147½°	P 32x6	P 32x6	Wis SU	4-4x5	25 6	H	PC	Non	G&O	Zen	V	L-N	L-N	D. B-L	B-L 30	U	3	Spi	Col 54002	B	F	5 12	20 84	A	Col 5308	Row	Ros	Sml	Fir	3870
Chicago 15V	....	143½°	P 32x6	P 32x6	Wau V	4-4x5	25 6	L	PC	Non	Chi	Zen	G	Ano	A-L†	D. B-L	B-L 31	U	3	Spi	Tim 5400	W	F	5 12	20 84	A	Col 5308	Row	Ros	Sml	Fir	3870

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Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1½ Ton–(Cont'd)																																
Wachusett J	....	148	S 36x6	S 36x6	Con J4	4–3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	**B-L 35**	**U**	**4**	Spi	Tim 64600D	W	¾	**7.20**	**38.5**	...	Tim 15300	Sav	Ros	Sml	Fir	3300
Wachusett K	....	154	.....	.....	Con K4	4–4⅛x5¼	27.2	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	**B-L 35**	**U**	**4**	Spi	Tim **6460**	W	**F**	**7.75**	**41.5**	...	Tim **1520**	.....	Ros	.....	Fir	4800
Willys Knight 15	....	134	P 30x5	P 32x6	Own	6–2⅛x4⅜	20.7	X	FP	Han	Own	Til	V	A-L	A-L	P. B&B	Ful DU	U	3	Blo	Eat 1002	S	½	5.66	24.3	E	Own	Mat	Ros	Cla	Fir	3300
White 20A	2125	145½°	P 34x5	DP 34x5	Own GKA	4–3⅜x5⅛	22.5	L	PG	Non	Own	Zeu	V	L-N	L-N	P. Own	Own 20A	A	4	Spi	Own 20A	R	½	9.25	32 1	A	Own 20A	Own	Own	Own	Fir	4412
Witt-Will NN	2850	144	S 36x4	S 36x7	Con S4	4–4¼x5½	28.9	L	PC	Non	Own	Zen	V	**Eis**	D-R	D. B-L	**B-L 35**	**U**	4	Spi	Tim 64600D	W	½	7 25	**30 3**	**A**	Tim 15300	She	Ros	Arc	**Fir**	**4300**
World D-8	....	148½	P 30x5	DP 30x5	Con 15S	8–3x3¾	28.8	L	PC	Non	Mod	Zen	V	A-L	A-L	P. B&B	Mun T-23	U	3	Blo	Tim 5620	S	F	6.43	25.72	A	Shu 5405	Own	Han	Van	Fir	3480
2 Ton																																
Acme 44	....	**150**	**P 32x6**	**P 32x6**	**Con S4**	4–4¼x4½	28.9	**L**	**FP**	**Non**	**Per**	**Zen**	**V**	**A-L**	**A-L**	D. Ful	**Ful GU12**	**U**	**4**	Blo	**Tim 63500**	W	F	6.25	30.0	A	Tim 14703	Det	Ros	Smi	Fir	4000
Acme 46	....	**150**	**P 32x6**	**P 32x6**	**Con 15C**	6–3¼x4⅝	**25.4**	L	PC	**Non**	**Per**	**Zen**	**V**	**A-L**	**A-L**	D. Ful	**Ful GU12**	**U**	**4**	Blo	**Tim 63500**	W	F	7.33	35.3	A	Tim 14703	Det	Ros	Smi	Fir	**4000**
Acorn 40	2500	144	S 36x4	S 36x7	Con S4	4–4¼x4½	28.9	L	PC	Non	Chi	Zen	G	Bos-R	.....	D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	4600
Acorn 40P	2600	144	P 34x5	DP34x5	Con 15C	6–3⅜x4⅝	27.3	L	PC	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	4800
American La France 9R	....	156	P 32x6	DP32x6	Own DW6	6–3¾x5	33.7	L	PC	Own	G&O	Zen	V	D-R	D-R	P. B&B	Own G7	A	4	Spi	Tm 63-500BX	W	F	5.00	24.0	A	Tim 14703BX	Mat	Ros	Van	Fir	5100
Armleder 40	....	**149**	**S 36x4**	**S 36x8**	**Her OX**	**4–4x5**	**25.6**	**L**	PC	**Non**	**Lon**	**Zen**	**V**	**Bos-A**	**A-L**	D. B-L	**B-L**	**U**	**4**	**Spi**	Tim	W	**F**	**7.25**	**38.8**	**A**	Tim	**Mar**	Ros	Smi	Fir	.....
Armleder 40-6	....	**154**	**S 36x4**	**S 36x8**	**Bud HS**	**6–3⅜x4½**	**27.3**	L	PC	Non	Lon	Zen	V	**A-L**	**A-L**	D. B-L	**B-L**	**U**	**4**	**Spi**	Tim	W	**F**	**7.25**	**38.8**	A	Tim	**Mar**	Ros	Smi	Fir	.....
*Atterbury 24R	....	150°	S 34x4‡	S 34x6‡	Bud KBU-I	4–4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	A-L	D. B-L	B-L	U	4	Spi	Tim	W	¾	6.5	34.7	A	Tim	S.P.	Gem	Arc	Fir	4850
Autocar A	....	142°	S 34x4	S 34x7	Wis Y	**4–4x5½**	**25.6**	**L**	**SP**	**Non**	G&O	Str	**V**	L-N	L-N	P. Lon	B-L 31	U	4	Spi	Tim 63000	W	F	7.33	35.18	E	Tim14703BX	S.P	Han	.....	.....	4050
*Brockway EYW	....	150°	P 32x6	DP22x6	Own A	6–3⅜x5	27.3	H	PC	K.P.	G&O	Zen	V	L-N	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4610	R	F	6.00	32.1	G	Col 5403	Row	Ros	Van	Fir	5090
Brockway S	....	142	S 34x4‡	S 34x8‡	Wis SU	4–4x5	25.6	H	PC	K.P.	Bus	Zen	**V**	L-N	**L-N**	D. B-L	**B-L 30**	**U**	**3**	**Spi**	**Tim 64600**	W	½	**7.25**	**29.6**	**A**	Tim 14700	Row	**Ros**	Smi	**Non**	4690
***Brockway 8Y**	....	**150°**	**P 32x6**	**P 34x7**	**Wis Y**	**6–3¾x5**	**27.3**	**H**	PC	K.P.	**G&O**	**Zen**	**V**	L-N	**L-N**	**D. B-L**	**B-L 35**	**U**	**4**	**Spi**	Wis 4610	**R**	**F**	**6.6**	**35.3**	G	**Col** 5430	Row	**Ros**	Smi	**Fir**	**5145**
Chicago 20V	....	**163°**	**S 34x4**	**S 34x7**	**Wau V**	**4–4x5**	**25.6**	**L**	PC	Wau	Chi	Zen	G	Apo	A-L	D. B-L	B-L 31	U	3	Pet	Tim 63500	W	F	7.75	41.46	A	Tim 14703	Mat	Ros	Smi	Gdy	4670
Chicago 20XL	....	159½°	S 34x4	S 34x7	Wau XL	6–3½x4½	29.4	L	PC	Non	Chi	Zen	G	Apo	A-L	D. B-L	B-L 35	U	4	Pic	Tim 63500	W	F	7.75	41.5	A	Tim 14703	Mat	Ros	Smi	Fir	4700
§Clinton 45	....	163	S 34x4‡	DS34x4‡	Wau V	4–4x5	25.6	L	PC	Wau	Own	Zen	**V**	Spl	D-R	D. B-L	**B-L 35**	**A**	**4**	**Blo**	**Tim 64600**	**W**	**½**	**7.75**	**41.5**	**A**	**Tim 15302**	Row	**Ros**	**StM**	.....	4875
Clinton 42	....	153°	P 32x6	DP32x6	Wau V	4–4x5	25.6	L	PC	Non	**Mod**	Zen	V	Spl	D-R	D. B-L	**B-L 31**	**U**	**3**	**Blo**	**Cla B501**	B	**½**	**86.2**	**29.5**	**A**	**Shu 5405**	**Row**	Ros	Van	Fir	.....
Clydesdale 9	....	160°	S 34x4	S 34x6	Con S4	4–4¼x4½	**28.9**	**L**	**FP**	Own	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	**Tim 64600**	**W**	**½**	**7.75**	**41.46**	**A**	Tim 1460	**Per**	**Ros**	**Sml**	Non	4600
Coleman C-25	....	109	P 32x6	**P 32x6**	Bud HS6	**6–3⅜x4½**	27.3	L	FP	Non	R-T	Str	V	D-R	**D-R**	D. Ful	Ful GU 12	U	8	Spi	Own	W	F	7.25	139.0	A	Own	Det	Ros	Van	...	5360
*Concord GX	**2800**	163	P 32x6	**P 34x7**	Bud DW6	6–3¾x5	33.7	L	**PC**	**Non**	**Own**	**Zen**	**V**	**Eis**	**A-L**	D. B-L	B-L 35	U	4	**Blo**	**Wis 4600**	R	**F**	**54.6**	**29.21**	**A**	**Tim 15300**	Bea	**Ros**	**Arc**	**Fir**	4600
Concord GX6	....	**163**	**P 32x6**	**P 34x7**	**Bud DW6**	**6–3⅜x5**	**33.7**	**L**	**FP**	**Non**	Own	Zen	V	A-L	A-L	D. B-L	**B-L 35**	**U**	**4**	Blo	**Wis 4600**	R	F	5.46	29.4	A	Tim 15300	Bea	Ros	Arc	Fir	4800
Corbitt 44	....	**148**	**P 32x6**	**S 34x7**	**Con S4**	4–4¼x4½	28.9	L	FP	Non	Per	Zen	V	Eis	D-R	D. B-L	**B-L 35**	**U**	**4**	**Spi**	**Tim 64600SP**	**W**	**½**	**8.75**	**46.8**	**B**	Shu 5510	Mat	**Ros**	Smi	Fir	5195
Corbitt 640	....	150	P 32x6	P 34x7	Con 15C	6–3⅜x4⅝	27.3	L	FP	Non	Per	Zen	V	Eis	D-R	D. B-L	B-L 35	U	4	Spi	.....	W	½	6.5	35.0	A	Shu 5510	Mat	Ros	Smi	Fir	4400
Corbitt 646	....	150	P 32x6	P 34x7	Con 15C	6–3⅜x4⅝	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63702H	W	F	7.33	39.23	G	Tim 14703H	Mat	Ros	...	Fir	4800
Day-Elder H	....	**144°**	**S 34x4‡**	S 34x7	**Bud WTU**	4–3¾x5½	**22.5**	L	PC	Non	Bus	Zen	V	D-R	D-R*	D. Ful	Ful SU10	U	**3**	**Spi**	**Tim 63500**	W	F	7.66	30.67	**A**	Tim 14703	Bea	Ros	Van	.....	4400
Day-Elder HB	....	**144°**	**P 32x6**	P 34x7	**Bud WTU**	4–3¾x5⅛	**22.5**	L	PC	Non	Bus	Zen	V	D-R	D-R*	D. Ful	Ful SU10	U	**3**	**Spi**	**Tim 5620**	B	F	6.83	27.33	**A**	Tim 14703	Bea	Ros	Van	.....	4300
*Day-Elder HB6	....	**144°**	**P 32x6**	P 34x7	Con 16C	6–3⅜x4⅝	24.3	L	FP	Non	Bus	Zen	V	D-R	D-R	D. Ful	Ful SU10	U	**3**	**Spi**	**Tim 5620**	B	F	6 83	27.33	**A**	Tim 14703	Bea	Ros	Van	.....	4400
Diamond T4	....	**144½**	**P 30x5**	P 32x6	**Her OX**	**4–4x5**	25.6	**L**	PC	Non	G&O	Str	**G**	**Apo**	**A-L‡**	D. Cov	**Cov JUC**	U	**3**	**Spi**	**Tim 5620D**	**S**	**F**	**6.43**	**23.3**	**A**	**Shu 510**	**Mat**	**Ros**	**Smi**	**Fir**	4500
Diamond T3	....	**144**	**S 34x4**	S 32x6	**Her OX**	4–4x5	25.6	L	PC	Non	G&O	Str	**G**	**Apo**	**A-L‡**	D. Cov	**Cov JUC**	U	**3**	**Spi**	**Tim 64600D**	W	½	**7.25**	**26.3**	**A**	Shu 510	Mat	Ros	Dav	.....	5250
Diamond T302	....	157¾°	P 32x6	DP 32x6	Her WXB	6–3¾x4½	33.7	L	PC	Non	G&O	Zen	G	A-L	A-L	D. Cov	Cov	U	4	Spi	Cla	S	½	5.66	33.1	A	Cla	Mat	Ros	Bud	Fir	5040
Dixon	2950	146	**S 34x4**	**S 34x6**	**Her OX**	**4–4x5**	**25.6**	L	PS	Non	G&O	**Zen**	**V**	**Eis**	D-R	D. Ful	**Ful GU**	U	**4**	**Spi**	**Tim 6462**	W	½	7.75	40.0	**A**	Shu **5550**	S.P.	Ros	Van	.....	4600
*Douglas	....	**156°**	P 32x6	P 34x7	Bud KBU-I	**4–4x5¼**	25.6	L	**PC**	**Non**	**Own**	**Zen**	**V**	**Bos-R**	N-E	D. Ful	**Ful GU14**	**U**	**4**	**Blo**	Wis 6617	R	**F**	**6.9**	33.12	**A**	Shu 510	Tut	Ros	Van	**Fir**	5100
*Douglas	....	**168°**	P 32x6	P 34x7	Bud DW6	**6–3¾x5**	**33.7**	L	**PC**	**Non**	**Own**	**Zen**	**V**	**Bos-R**	N-E	D. Ful	**Ful GU14**	**U**	**4**	**Blo**	Wis 6617	R	**F**	**6.33**	**30.38**	**A**	Shu 510	Tut	Ros	Van	**Fir**	5850
*Douglas	....	**118**	P 32x6	P 34x7	Bud KBU-I	4–4x5¼	25.6	L	**PC**	**Non**	**Own**	**Zen**	**V**	**Bos-R**	N-E	D. Ful	**Ful GU14**	**U**	**4**	**Blo**	Wis 6617	R	**F**	**6.33**	**30.38**	**A**	Shu 510	Tut	Ros	Van	**Fir**	4500
*Duplex S	....	**160**	P 32x6	P 36x8	Bud DW6	**6–3¾x5**	**33.7**	L	**FP**	**Non**	**Mod**	**Zen**	**V**	**Eis**	A-L	D. B-L	**B-L**	**U**	**4**	**Pet**	Tim 65600	W	F	6.75	**36.2**	**A**	Shu **5510**	Tut	**Ros**	Smi	**Fir**	4600
Eagle 20	....	**134°**	**P 34x5**	P 34x5	**Bud WTU**	4–3¾x5⅛	**22.5**	L	PC	Opt	**Own**	**Zen**	G	**Eis**	A-L‡	D. Cov	**Cov JUC**	U	**3**	**Pet**	**Wis 51**	**R**	**½**	**7.75**	.....	**A**	Col 7000	Cha	Ros	Smi	Fir	3800
Fageol 135	2075	162°	P 30x5	**DP30x5**	**Wau XL**	**6–3½x4½**	**29.4**	L	PC	Non	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	4.62	22.2	A	Tim 12300	U.S	Ros	Cal	Fir	4800
Federal T20	....	115	**P 32x6**	**P 34x7**	**Wau V**	4–4x5	**25.6**	L	PC	**Wau**	**Lon**	**Zen**	**V**	D-R	D-R	P. B&B	**Own**	**A**	**4**	**Pet**	Tim 64600D	W	½	7.25	36.2	A	Own	Mat	Gem	M.M	Fir	4000
Federal T2B	....	**144**	**P 32x6**	**P 34x7**	**Wau V**	4–4x5	**25.6**	L	PC	**Wau**	**Lon**	**Zen**	**V**	D-R	D-R	P. B&B	**Own**	**A**	**4**	**Pet**	**Tim 5622SS**	B	F	**7.5**	**37.5**	**A**	Own	**Mat**	**Gem**	**M.M.**	Fir..	4050
Federal T2W	....	**144**	S 34x4	S 34x7	**Wau V**	4–4x5	**25.6**	L	PC	**Wau**	**Lon**	**Zen**	**V**	D-R	D-R	P. B&B	**Own**	**A**	**4**	**Pet**	Tim 64600SP	W	½	7.25	36.2	B	Own	Mat	Gem	Day	.....	4050
Federal T6B	....	**144**	P 32x6	P 34x7	Con 16C	6–3⅜x4⅝	27.3	L	PC	**Non**	**Lon**	**Zen**	**V**	D-R	D-R	P. B&B	**Own**	**A**	**4**	**Pet**	Tim 5622 SS	B	F	6.00	30.0	**A**	Own	Mat	Gem	M.M.	Fir	4550
Federal T6W	....	**144**	S 34x4	S 34x7	Con 16C	6–3⅜x4⅝	27.3	L	PC	**Non**	**Lon**	**Zen**	**V**	D-R	D-R	P. B&B	**Own**	**A**	**4**	**Pet**	Tim 64600SP	W	½	6.00	30.0	B	Own	Mat	Gem	**Day**	.....	4550
Fisher Mer. Ex	....	**146**	S 36x5	**S 36x7**	**Con S4**	4–4¼x4½	28.9	L	FP	Non	Lon	Str	V	Bos-A	Bos-A	D. Ful	**Ful SU12**	**U**	**3**	**Blo**	**Tim 64600SP**	W	½	7.25	29.0	A	Tim 14703	Det	Ros	Smi	**Fir**	4100
Fisher Mer. Ex	....	**146**	P 32x6	**P 34x7**	**Con S4**	4–4¼x4½	28.9	L	FP	Non	Lon	Str	V	Bos-A	Bos-A	D Ful	**Ful SU12**	**U**	**3**	**Blo**	**Tim 5620**	B	F	**6 43**	**25.7**	**A**	Tim 12300	Det	Ros	Smi	.....	3900
F.W.D.H	3300	121	P 34x7	P 34x7	Wis SU	4–4x5	25.6	H	PC	.....	Per	Zen	V	Eis	A-L	D. Det	Cot A	A	4	Own	Own	B	F	7.3	38.0	B	Own H	Tut	Ros	Bim	.....	5300
Garford 30	....	**144**	**P 32x6**	**P 34x7**	**Bud KTU**	**4–4x5¼**	**25.6**	**L**	**PC**	**Non**	**Own**	**Zen**	**G**	**A-L**	**A-L**	D. Own	**B-L 35**	**U**	**4**	**B.G.**	Tim 64600D	W	½	6.5	34.7	A	Own	Per	**Han**	**Day**	Fir	**4700**
Garford 30-6	....	**144**	**P 32x6**	**P 34x7**	**Wis Y**	**6–3¾x5**	**27.3**	**H**	**PC**	Non	Own	Zen	G	A-L	A-L	D. Own	B-L 35	U	4	B.G.	Tim 64600D	W	½	6.5	34.7	A	Own	Per	**Han**	**Day**	Fir	**4800**
General Motors T-40	**1950**	**136°**	**P 32x6**	**P 34x7**	BuickMaster	6–3½x4¾	29.4	**H**	**PC**	**K.P.**	**Lon**	Mar	V	D-R	D-R	D Own	Own	U	**3**	**U-M**	Own	B	½	**6.14**	**23.83**	**E**	Own	Arm	Ros	Day	Fir	**4460**
General Motors T-50	**2050**	**136°**	**S 34x4**	**S 34x7**	BuickMaster	6–3½x4¾	29.4	**H**	**PC**	**K.P.**	**Lon**	Mar	V	D-R	D-R	D. Own	Own	U	**3**	**U-M**	**Tim 64601**	W	½	**7.75**	**30 07**	**E**	Own	Arm	**Ros**	Day	Fir	4890
Gotfredson 41	....	146 7/8°	S 36x4‡	S36x8‡	**Bud KBU-I**	4–4x5¼	25.6	L	PC	Non	McC	Zen	V	Bos-R	D-R	P. B&B	B-L 35	U	4	**Spi**	Tim 64600SP	W	½	**7.25**	**38.8**	**B**	Tim 14703	**Det**	**Ros**	**Sml**	**Fir**	5300
Gotfredson 46	....	156 3/8°	S 36x4‡	S36x8‡	**Bud BA6**	6–4½x5½	40.8	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 35	U	4	**Spi**	**Tim** 64600SP	**W**	½	**7.25**	**38.8**	**B**	Tim 14703	**Det**	**Ros**	**Sml**	**Fir**	**5500**
Graham Bros. OD	1595	137	P 32x6	P 34x7	Dodge	6–3⅜x4½	27.3	L	PC	Han	Lon	Str	V	**N-E**	**N-E**	P. B&B	**Own**	**U**	**4**	U-P	Own	S	½	**5.67**	**36.83**	**E**	Own	Det	Ros	Cla	Fir	3775
Graham Bros. ODR	1595	137	P 34x5	DP34x5	Dodge	6–3⅜x4½	27.3	L	PC	Han	Lon	Str	V	N-E	**N-E**	P. B&B	**Own**	**U**	**4**	U-P	Own	**S**	½	**5.67**	**36.83**	**E**	Own	**Det**	**Ros**	**Bud**	.....	3989
Graham Bros. ODX	1770	137	P 32x6	DP32x6	Dodge	6–3⅜x4½	27.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	**Own**	U	4	U-P	Own	**S**	½	5.67	36.83	E	Own	Det	Ros	Bud	.....	4070
Graham Bros. TD	1665	162	P 32x6	P 34x7	Dodge	6–3⅜x4½	27.3	L	PC	Han	Lon	Str	V	**N-E**	**N-E**	P. B&B	**Own**	**U**	**4**	U-P	Own	**S**	½	5.67	**36.88**	**E**	Own	Det	Ros	Cla	Fir	3940
Graham Bros. TDR	1665	162	**P 34x5**	DP34x5	Dodge	6–3⅜x4½	27.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	**Own**	U	4	U-P	Own	S	½	5.67	36.83	E	Own	Det	Ros	Bud	.....	4065
*Graham Bros. TDX	1840	162	P 32x6	DP32x6	Dodge	6–3⅜x4½	27.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	**U**	**4**	**U-P**	Own	S	½	5.67	36.83	E	Own	Det	Ros	Bud	.....	4240
*Graham Bros. ED	1645	114	P 32x6	P 34x7	Dodge	6–3⅜x4½	27.3	L	PC	Han	Lon	Str	V	N-E	N-E	P. B&B	Own	**U**	**4**	**U-P**	Own	**S**	½	6.38	41.44	**E**	Own	Det	Ros	Cla	Fir	3725
*Graham Bros. EDR	**1645**	**114**	**P 34x5**	**DP34x5**	**Dodge**	**6–3⅜x4½**	**27.3**	**L**	**PC**	**Han**	**Lon**	**Str**	**V**	**N-E**	**N-E**	**P. B&B**	**Own**	**U**	**4**	**U-P**	**Own**	**S**	½	6.38	**41.44**	**E**	**Own**	**Det**	**Ros**	**Bud**	.....	**3850**
*Graham Bros. EDX	**1820**	**114**	**P 32x6**	**DP32x6**	**Dodge**	**6–3⅜x4½**	**27.3**	**L**	**PC**	**Han**	**Lon**	**Str**	**V**	**N-E**	**N-E**	**P. B&B**	**Own**	**U**	**4**	**U-P**	**Own**	**S**	½	6.38	**41.44**	**E**	**Own**	**Det**	**Ros**	**Bud**	.....	**4020**

Gramm 463N	1955	133°	P 32x6	P 34x7	Lye 8	6–3¼x4½	25.4	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1504	S	½	6 33	25.3	B	Cot 1502					
Gramm Bernstein 115S	....	149½°	P 30x5	P 30x5	Con 15C	6–3⅜x4⅝	27.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Tim 63500	W	F	7.33	35.3	A	Tim 14703					
Grass Premier 45	....	140°	P 32x6	P 32x6	Lye C4	4–4x5	27.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350					

| | | |

Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
2½ Ton—Cont'd																																
Autocar H	....	**114°**	S 34x5	S 36x8	Own Y	**4-4¼x5½**	28.9	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own Y	A	4	Spl	Own H	R	F	7.72*	46.3	A	Own H	S.P.	Ros	.....	.....	5500
Biederman	....	**160°**	S 36x5	S 36x10	Con 6B	**6-3¾x5**	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	U	4	Spl	Tim	W	F	8.5	45.0	A	Shu	Mat	Ros	Bet	Non	4900
Chicago 25V	....	**168**	S 36x4	S 36x8	Wau V	4-4x5	25.6	...	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 35	U	4	Pet	Tim 65660D	W	F	8.5	45.5	A	Tim 15302	Mat	Ros	StM	.....	5940
Clydesdale 8	....	**156°**	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 35	A	4	Spl	Tim 6566	W	F	8.5	45.48	A	Tim 15300	Per	Ros	Sml	Non	5300
***Corbitt 54**	....	**152**	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spl	Tim 65600D	W	F	9.25	55.1	B	Shu 5550	Mat	Ros	Sml	Fir	5325
***Corbitt 56**	....	**152**	S 36x4‡	S 36x8‡	Con 6B	6-3¾x5	33.7	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spl	Tim 65600D	W	F	8.5	45.5	B	Shu 5550	Mat	Ros	Smi	Fir	5400
Day-Elder I	....	144°	S 36x4‡	S 36x8‡	Bud KBU	4-4x5¼	25.6	L	PC	Non	Bus	Zen	V	D-R	D-R*	D. Ful	Ful GU12	U	4	Spl	Tim 65600D	W	F	9.25	44.4	A	Tim 15302	Bea	Ros	Van	.....	5700
Defiance E 2	....	160	S 36x4	S 36x8	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Spl	Tim 6460	W	F	7.1	...	A	Tim 1520	Det	Ros	Van	Fir	5100
Defiance O2	....	160	P 32x6	DP32x6	Con 15C	6-3⅜x4⅝	23.4	...	PC	Non	Chi	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Spi	Wis 6600	R	..	Opt	.....	.	Tim 1520	Det	Ros	Van	Fir	....
Denby 43	....	**155**	S 36x4	S 36x8	Her O	**4-4x5**	25.6	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	U	4	U-P	Cla	I	D	9.00	39.12	...	Con	Det	Ros	Sml	.....	4925
Diamond T-U4	....	**161**	S 36x4	S 36x8	Her K	4-4¼x5¾	28.9	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov RAD4	A	4	Spl	Tim 65600D	W	F	8.5	44.2	A	Tim 15300	Mat	Ros	Day	.....	6100
Diamond T-U6	....	**182¾**	P 34x7	DP34x7	Her L	4-4½x5¾	32.4	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	B-L 55	A	7	Spl	Tim 65600D	W	F	5.4	51.3	A	Tim 15300	Mat	Ros	Bud	.....	7285
Diamond T-U56	....	162°	S 36x4	S 36x8	Her YXB	6-4x4¾	38.4	L	PC	K.P.	G&O	Zen	G	.....	A-L	D. Cov	Cov	A	4	Spi	Tim	W	F	8.5	44.2	A	Tim	Mat	Ros	Day	.....	7400
Fageol 250	2990	178°	P 32x6	DP32x6	Wau XK	6-3¾x4½	33.7	L	PC	Non	Own	Zen	V	Bos-R	Bos-R	D. B-L	B-L 35	U	4	Spi	Tim 63500	W	F	4.88	20.56	...	Tim 14703	U.S.	Ros	Cal	Fir	4800
Fisher Heavy Duty	....	**155**	P 32x6	DP32x6	Con 6B	**6-3¾x5**	33.7	L	FP	.....	Lon	Str	V	D-R	D-R	D. Ful	Ful GU14	U	4	Spi	Eat 2254	B	F	5 7	26.95	A	Shu 550	Det	Ros	Bud	Fir	4800
Fisher Heavy Duty	....	**155**	S 36x5	S 36x8	Con 6B	**6-3¾x5**	33.7	L	FP	.....	Lon	Str	V	D-R	D-R	D. Ful	Ful GU 14	U	4	Spi	Tim 65600SP	W	F	8.50	40.8	A	Tim 15300	Det	Ros	Day	.....	5150
Garford 50	....	**156**	S 36x4	S 36x8	Bud EBU-I	4-4½x5½	28.9	L	PC	K.P.	Own	Zen	G	Spl	Non	D. Own	B-L 55 Max	A	7	Spi	Tim 65600D	W	F	8.5	80.7	A	Tim 15302	Per	Ros	Day	Non	5950
Garford 50-6	....	156	S 36x4	S 36x8	Bud BUS	6-4x5½	38.4	L	PC	Non	Lon	Zen	G	Spi	Non	D. Own	B-L 55	A	7	Spi	Tim 65600D	W	F	8.5	80.7	A	Tim 15302	Per	Ros	Day	Non	6150
General Motors K-54	3690	133½°	S 36x5	S 36x10	G.M C. 89	4-4½x6½	32.4	L	FP	K. P.	McC	Mar	V	Eis	D-R	D. Own	Own	U	7	Own	Tim 65700	W	F	8.5	66.6	A	Tim 15300	Arm	Own	Day	Fir	6800
Gotfredson 51	....	**146½°**	S 36x5‡	S 36x10‡	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	McC	Zen	V	Bos-R	D-R	P. B&B	B-L 35	U	4	Spl	Tim 65600SP	W	F	7.75	41.36	B	Tim 15302	Det	Ros	Day	Fir	5800
Gotfredson 56	....	**156¾°**	S 36x5‡	S 36x10‡	Bud BA6	6-4½x5⅛	40.8	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 35	U	4	Spl	Tim 65600SP	W	F	7.75	41.36	B	Tim 15302	Det	Ros	Day	Fir	6000
Gramm 564N	2985	150°	P 32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	L	PC	Han	Own	Zen	G	A-L	A-L	D. Ful	Ful GU	U	4	Blo	Wis 6617	R	F	5.33	25.4	B	Col 5200	Mat	Ros	Van	Fir	4800
Gramm-Bernstein 125	....	**144°**	S 36x4‡	DS36x4	Con S4	4-4¼x4½	28.9	L	FP	Non	Own	Str	G	Eis	A-L	D. Ful	Ful GU	U	4	Own	Wis	W	F	8.66	41.57	..	Shu 5410	Per	Ros	.....	.....	5440
Gramm-Bernstein C	....	**144°**	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	8.66	76.6	B	Shu 5550	Tut	Ros	Smi	.....	5865
Gramm-Bernstein C6	....	**150°**	S 36x4‡	DS36x4‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	7.75	68.6	B	Shu 5550	Tut	Ros	Smi	.....	5920
Guilder D6	2650	160	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	27.5	L	PC	Non	G&O	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Wis 471	R	F	7.26	33.6	A	Shu 54 J	Mei	Ros	Bud	Non	3600
Hahn K Spec	....	**144°**	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos-R	D-R	D. B-L	B-L	U	4	Spi	Tim 6560	W	F	8.5	.....	A	Tim 1526	Mer	Ros	Opt	Opt	4900
Hahn 56	....	160	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	PC	Han	Chi	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Eat 2252	S	F	6.13	32.74	B	Shu 5550	Mat	Ros	Van	Fir	5300
*Harvey WG6	3500	185	S 36x5‡	S 36x10‡	Bud DW6	6-3¾x5	33 7	L	PC	McC	Own	Str	G	A-L	A-L	D. B-L	B-L 55	A	7	Spi	Tim 65700D	W	F	9.33	88.6	A	Tim 15300	Bea	Ros	.....	.....	6900
Harvey WG	3500	**150°**	S 36x5‡	S 36x10‡	Bud EBU	**4-4¼x5½**	28.9	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 55	A	7	Spi	Tim 65700	W	F	9 33	88.6	...	Tim 15300	Bea	Ros	.....	.....	6950
*Hawkeye 50-75	3800	210°	S 36x5‡	S 36x8‡	Bud BUS	6-4x5½	38.4	L	PC	Non	Per	Zen	G	Bos-R	D-R‡	D. Ful	Ful HU	U	4	Pic	Wis 1400	R	F	6.86	37.4	A	Shu 5550	Det	Ros	Van	Fir	5900
*Hawkeye 50-48	3100	Opt	S 36x5‡	S 36x8‡	Bud EBUI	4-4¼x5½	28.9	L	PC	Sim	Per	Zen	G	Bos-R	D-R†	D. Ful	Ful HU	U	4	Pic	Wis 8800	R	F	8.6	54 2	A	Shu 5550	Det	Ros	Van	Fir	5400
Hawkeye 50-60	3500	197	S 36x6	DS38x7	Bud DW6	6-3¾x5	33.7	L	PC	.....	Per	Zen	G	N-E	N-E	D. Ful	Ful HU	U	4	Pic	Wis 1400	R	F	8.00	50.2	A	Shu 5550	Det	Ros	Van	Fir	5800
Hendrickson ST	3400	.....	S 36x5	S 36x8	Bud ETU	**4-4¼x5½**	28 9	L	FP	McC	Chi	Zen	G	Spl	.....	D. Ful	Ful G7	A	4	Pic	Tim 65600D	W	F	.....	.....	A	Tim 15300B	....	Ros	.....	.....	5750
Hug 81	....	127	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	25.6	L	PC	Han	You	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Blo	Wis 8800B	R	F	8.6	.....	A	Shu 550	Cha	Ros	Own	Fir	5890
Hug 84	....	127	P 36x6	DP36x6	Bud KBU-I	**4-4x5¼**	25.6	L	PC	Han	You	Zen	V	Eis	D-R	D. B-L	B-L 51	U	5	Blo	Wis 8800B	R	F	8.6	.....	A	Shu 550	Cha	Ros	Own	Fir	6088
Indiana 115A	....	132	P 32x6	DP34x7	Her OX	4-4x5	25.6	L	PC	Non	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spl	Cla 720	S	½	8 00	42.8	...	Shu 5410	Bea	Ros	Van	Fir	5000
Indiana 615A	....	136	P 32x6	DP34x7	Wis Y	6-3⅜x5	27.3	H	PC	K.P.	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spi	Cla 720	S	½	8.00	42.8	...	Shu 5410	Bea	Ros	Van	Fir	5190
Int. Harvester 54C	....	**140°**	S 36x5‡	S 36x10‡	Own	4-4¼x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	C	D	8.75	51.5	B	Own	S.S.	Own	Own	Fir	6400
Int. Harvester 54	....	**140°**	S 36x5‡	S 36x8‡	Own	4-4¼x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	R	F	9.1	54.0	B	Own	S.S.	Own	Own	Fir	6345
Kelly-Springfield KS25		**153**	S 36x5‡	S 36x10‡	Her K	4 4½x5¾	28.9	L	PC	Han	Mod	Zen	G	Eis	A-L	P. B&B	B-I 55 Max	A	7	Pet	Own	W	½	9.25	87.88	A	Own	Det	Ros	Sml	....	7060
*Kenworth D	3130	158	P 32x6	BudKBU-I	4-4x5¼	25.6	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63720	W	F	6.25	33.4	A	Tim 14703	Lah	Ros	K-B	Gdy	4700
King Zeitler 45	....	**156°**	S 36x5‡	S 36x8‡	Con S4	**4-4¼x4½**	28.9	L	FP	Han	Chi	Str	G	Bos-R	A-L‡	D. B-L	B-L 35	U	4	Pic	Tim 65600D	W	F	9.25	49.5	A	Tim 15302	Tut	Ros	StM	Fir	5400
Kissel	....	**168**	S 36x4	S 36x8‡	Own 50000	4-4½x5½	28.9	L	SP	Pie	McC	Str	V	Eis	D-R‡	D. W-G	Ful G7	A	4	Spl	Tim 6566	W	F	8.50	40.8	..	Tim 1544B	Mat	Ros	Mot	Std	5100
Kleiber Speed	2950	180	P 32x6	DP32x6	Bud	6-3⅜x5	33.7	L	PC	Non	Cwn	Str	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63720H	W	F	6.25	33.4	A	Tim 14703H	Det	Ros	Cal	Fir	5100
Kleiber	3850	**163**	S 36x5‡	DS36x5‡	Con L4	**4-4½x5½**	32.4	L	FP	Non	R-T	Str	V	Bos-R	Bos A‡	D. B-L	B-L 51	A	4	Spl	Tim 65660D	W	F	7.75	41.5	A	Tim 1544B	Bet	Ros	Sml	.....	6500
Lange E	3650	149½	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 51	A	4	Pet	Tim 65600	W	F	9.25	49.5	A	Tim 1544B	S.P	Ros	Hoo	Opt	5950
Luedinghaus		**145°**	S 36x5‡	S 36x8‡	Wau FU	**4-4x5¾**	25.6	L	PC	Wau	Own	Zen	..	Eis	Non	D. Ful	Ful GU14	U	4	Sp	Tim 65660D	W	F	.....	.....	A	Shu 510	Tut	Ros	Sml	.....	4900
Mack AB 2½ to 3 ton	3400	146½°	S 36x4	DS36x4	Own AB	**4-4¼x5**	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spl	Own AB	C	D	*8.87	43.0*	B	Own AB	Mer	Owi	.....	.....	.....
Mack AB 2½ to 3 ton	3850	164½°	S 36x4	DS36x4	Own AB	**4-4¼x5**	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spl	Own AB	R	F	*9.25	44.9*	B	Own AB	Mer	Own	.....	.....	.....
Master 41 A	....	**154°**	S 36x5	S 36x10	Bud ETU	**4-4¼x5½**	28.9	..	FP	.....	.....	Zen	..	Eis	.....	D. Ful	Ful G	A	4	Spl	Tim 6566	W	F	.....	.....	A	Tim	....	Ros	.....	.....	6250
Master 45	....	**154°**	S 36x5	S 36x10	Jackson	**4-4¼x6⅝**	28.9	..	FP	.....	.....	Str	..	Spl	.....	D. Ful	Ful G	A	4	Spl	Tim 65600	W	F	.....	.....	A	Tim	....	Ros	.....	.....	.....
McCarron B1	....	156	S 36x5	S 36x10	Con	4-4¼x4½	28.9	...	...	Own	Chi	Str	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 65600D	W	F	9.25	44.4	A	Tim 1544B	Mar	Ros	Smi	.....	5600
†Menominee HX6	....	155°	P 34x7	P 36x8	Wau 6XK	6-3⅜x4½	33.7	L	FP	Wau	Per	Zen	V	A-L	A-L	P. B&B	Cot AU	U	4	Pic	Wis 6600	R	F	6.33	31.8	A	Shu 550	Tut	Ros	Ind	Fir	5950
National 23	3725	**178**	**P 36x6**	**DS36x6‡**	**Wau V**	**4-4x5**	**25.6**	**L**	**PC**	**Non**	**McK**	**Zen**	**G**	**Bos-A**	**Bos A**	**D. B-L**	**B-L 35**	**U**	**4**	**Spi**	**Tim 6566**	**W**	**F**	**8.5**	**45.5**	**A**	**Tim 1520**	**Mat**	**Ros**	**Van**	**Fir**	**5000**
§**Noble 156**	....	**176**	**P 32x6**	**DP32x6**	**Bud DW6**	**6-3¾x5**	**33.7**	**L**	**PC**	.....	**Chi**	**Str**	**V**	**A-L**	**A-L**	**D. Ful**	**Ful**	**U**	**4**	**Blo**	**Tim 63500BX**	**W**	**F**	**6 25**	**32 4**	**B**	**Tim14703BX**	**Tut**	**Ros**	**Ind**	**Fir**	**4650**
Oshkosh K	3350	**146**	**P 36x8**	**P 36x8**	**Her OX**	**4-4x5**	**25.6**	**L**	**PC**	**Pie**	**Own**	**Zen**	**V**	**L-N**	**L-N**	**D. B-L**	**B-L 51**	**U**	**4**	**Blo**	**Own K**	**B**	**F**	**8.00**	**43.0**	**B**	**Own K**	**Tut**	**Ros**	**Cla**	**Gdy**	**500**
Oshkosh KK	3450	**165**	**P 36x8**	**P 36x8**	**Her OX**	**4-4x5**	**25 6**	**L**	**PC**	**Pie**	**Own**	**Zen**	**V**	**L-N**	**L-N**	**D. B-L**	**B-L 51**	**U**	**4**	**Blo**	**Own K**	**B**	**F**	**8.00**	**43.0**	**B**	**Own K**	**Tut**	**Ros**	**Cla**	**Gdv**	**5600**
Oshkosh M	2790	**146**	**S 36x6‡**	**S 36x8‡**	**Her OX**	**4-4x5**	**25 6**	**L**	**PC**	**Pie**	**Own**	**Zen**	**V**	**Opt**	.....	**D. B-L**	**B-L 51**	**U**	**4**	**Blo**	**Wis F65B**	**R**	**F**	**9.25**	**49.5**	**A**	**Wis 20**	**Tut**	**Han**	**Van**	**Gdy**	**5275**
Oshkosh MM	2890	**170**	**S 36x6‡**	**S 36x8‡**	**Her OX**	**4-4x5**	**25 6**	**L**	**PC**	**Pie**	**Own**	**Zen**	**V**	**Opt**	.....	**D. B-L**	**B-L 51**	**U**	**4**	**Blo**	**Wis F65B**	**R**	**F**	**9.25**	**49.5**	**A**	**Wis 20**	**Tut**	**Han**	**Van**	**Gdv**	**5350**
Relay 50A	....	156°	P 36x8	S 40x10	Bud DW6	6-3¾x5	33.7	L	FP	Non	Own	Zen	V	Eis	D-R	P. B&B	Own	U	4	Blo	Relay	..	F	8.53	44 3	B	Tim 15302	Bea	Ros	Int	Fir	7040
Republic 60	....	163°	P 32x6	DP32x6	Lyc TF	6-3⅝x5	31 5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	¾	5.5	22.0	B	Eat	Mat	Han	Van	Fir	4600
Republic 58	....	122	P 32x6	DP32x6	Lyc C4	4-4x5	25.6	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	¾	6.87	27.5	...	Eat	Mat	Han	Van	Fir	4300
Republic 58-6	....	122	P 32x6	DP32x6	Lyc 4SG	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	¾	6.87	27.5	...	Eat	Mat	Han	Van	Fir	4300
Ruggles 42	....	152	S 34x4	S 34x8	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	G	Bos-A	D-R‡	D. B-L	B-L 35	U	4	Spl	Wis 6600B	R	F	7.0	37.4	A	Shu 5410	Det	Jac	Van	Fir	4300
Sandow	....	**165**	**S 36x4**	**S 36x8**	**Bud EBU-I**	**4-4¼x5½**	**28.9**	**L**	**PC**	**Mon**	**Chi**	**Str**	**G**	**Bos-A**	**Non**	**D. B-L**	**B-L 35**	**U**	**4**	**Spl**	**Wis 6600**	**W**	**F**	**9.25**	**37.0**	...	**Tim 1540B**	.....	**Ros**	.....	.....	**4600**
Schacht T	....	166	S 34x5	DS34x5	Wau XK	6-3¾x4½	33.7	L	PC	Han	Own	Zen	G	L-N	L-N	D. Ful	Ful GU14	U	4	Spl	Wis	R	F	8.66	41.57	A	Shu	Eat	Ros	Day	.....	6200
Service 61	....	**156°**	S 36x4	S 36x10	Bud DW6	6-3⅝x5	33.7	L	FP	Non	Own	Zen	V	Eis	D-R	P. B&B	B-L 51	U	4	Blo	Tim 65660D	W	F	8.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	5000
Standard 21/2-3½K	....	**147°**	S 36x5‡	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 63500BX	W	F	6 25	32 4	B	Tim14703BX	Tut	Ros	Ind	Fir	4650

| | | |

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
3 Ton—Cont'd																																
Kleiber Spec.	**4350**	**163**	**S 36x5**	**S 36x12**	**Bud BUS**	**6-4x5½**	**38.4**	**L**	**PC**	**Non**	**R-T**	**Str**	**V**	**Bos-R**	**Bos-A**	**D. B-L**	**B-L 60**		**4**		**Tim 6570D**					**Tim 1544B**	**Bet**	**Ros**	**Sml**		
Lange H	4250	**156**	S 36x5	S 36x10	**Con 6B**	6-3¾x5	**33.7**	**L**	**PS**	**Non**	**Own**	**Str**	**V**	**Apo**	**Non**	**D. B-L**	**B-L 55**	**U**	**4**	**Pet**	**Tim 65700D**	**W**	**F**	**10.5**	**56.2**	**A**	**Tim 1544B**	**S. P.**	**Ros**	**Hoo**	**Opt**	**6850**
Lange E3	3850	**149½**	S 36x5	S 36x10	**Con K4**	4-4⅛x5¼	**27.2**	**L**	**FP**	**Non**	**Own**	**Str**	**V**	**Apo**	**Non**	**D. B-L**	**B-L 51**	**A**	**4**	**Pet**	**Tim 65700D**	**W**	**F**	**10.5**	**56.2**	**A**	**Tim 1544B**	**S. P.**	**Ros**	**Hoo**	**Opt**	**5950**
Lange M	....	140	S 36x6	S 40x10	Her YXC	6-4⅜x4¾	45.9	L	PC	Non	Own	Zen	V	Apo	Non	D. B-L	B-L 60	A	7	Pet	Wis 1418	R	F	9.12	86.6	A	Tim 15300	S.P.	Ros	Van	Fir	6950
Lange H-1	....	156	S 36x5	S 36x10	Her YXB	6-4x4¾	38.4	L	PC	Non	Own	Zen	V	Apo	Non	D. B-L	B-L 55	U	4	Pet	Tim 65700D	W	F	9.33	50 0	A	Tim 15300	S.P.	Ros	Hoo	Opt	6850
Larrabee XH25	....	173°	**P 32x6**	**DP32x6**	**Con 6B**	**6-3¾x5**	**33.7**	**L**	**PC**	Opt	Fed	Zen	G	D-R	D-R	D. B-L	B-L 35	A	4	Spi	Tim 65600	W	F	8.5	36.2	A	Shu 5550	Eat	Ros	Sml	Fir	5650
Maccar 64	....	177	**S 36x5**	DS36x5	Bud YBUI	4-4½x6	32.4	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65700 S	W	F	8.5	45 4	B	Tim 15302	Row	Ros	Day	....	7500
Maccar 66	....	177	S 36x5	DS36x5	Bud BUS	6-4⅞5¼	38.4	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65700 S	W	F	8.5	45 4	B	Tim 15302	Row	Ros	Day	....	7500
*Moreland EX6	3350	178	**S 36x4**	**S 36x8**	**Con 6B**	**6-3¾x5**	33.7	L	FP	.....	Own	Str	V	A-L	A-L	.Own	B-L 51	A	4	Pet	Tim 65700S	..	F	7.25	38.8	...	Tim 16300	U.S.	Ros	K-B	Fir	5500
National 40	4350	169	P 36x6	P 36x10	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	MeK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 51	A	4	Spi	Tim 6570D	W	F	8 5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6200
National 41	4500	179	P 36x6	P 36x10	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	MeK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 51	A	4	Spi	Tim 6570D	W	F	10.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6300
*Noble 164	....	168	S 36x5	S 36x10	Bud EBU	4-4¼x5½	25.6	L	PC	Pie	Chi	Str	V	Eis	.....	D. Ful	Ful	A	4	Blo	Tim 65700D	W	F	9.25	44.4	A	Tim 15300	Tut	Ros	Sml	Fir	6150
*Noble 166	....	190	P 34x7	DP34x7	Bud BUS	6-4⅛x5⅛	40.8	L	PC	Pie	Chi	Str	V	A-L	A-L	D. Ful	Ful	A	4	Blo	Tim 65702D	W	D	6.75	32.4	A	Tim 15300	Tut	Ros	Ind	Fir	6475
Oshkosh H	4175	146	Opt	Opt	Her L	4-4½x5¾	32 4	L	PC	Pie	Own	Zen	V	Opt	.....	D. B-L	B-L 55	A	7	Blo	Own H	R	F	9.25	49.5	B	Own H	Tut	Han	Cla	Gdy	6975
Oshkosh HH	4275	165	S 36x6‡	S 36x8‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	Opt	.....	D. B-L	B-L 55	A	7	Blo	Own H	R	F	9.25	49.5	B	Own H	Tut	Han	Cla	Gdy	7085
Pierce-Arrow XB	3750	150	S 36x5‡	DS36x5‡	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XB	A	4	Spi	Owo XB	W	½	9.25	48.1	A	Own XB	S P	Own	Bet	Opt	6280
Rehberger B	....	162	S 36x5	S 36x10	Bud YBU	4-4½x6	32.4	L	PC	K.P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Spi	Tim 6566	W	F	8.5	45.5	A	Shu 5550	Del	Ros	Van	Fir	6460
*Reo GA	1985	159	P 32x6	DP 32x6	Own	6-3⅜x5	24.3	D	PS	Non	Own	Sch	V	N-E	N-E	D. B-L	W-G	U	4	Pet	Own	S	F	6.22	46.2	E	Own	S.S.	Own	Van	Fir	4560
Republic 25	....	165°	S 36x5	S 36x10	Con K4	4-4⅛x5¼	27.2	L	FP	Pha	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5800
Republic 25W	....	165°	S 36x5	S 36x10	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5800
Republic 65	....	179°	P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	PS	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	U-M	Eat	R	F	7.5	36.0	G	Eat	Mat	Han	Van	Fir	.....
Ruggles 45	....	148	S 36x5	S 36x10	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	G	Bos-A	D-R‡	B. B-L	B-L 35	U	4	Spi	Wis 8800	R	F	7.85	42.0	A	Shu 5550	Det	Jac	Van	Fir	5200
§Schacht LN6W	....	160	S 36x5	S 36x12	Wau KU	6-4¼x4¾	43.3	L	PC	Han	Own	Zen	G	Bos-A	Non	D. B-L	Ful	A	4	Spl	Own	R	F	10.3	65.0	...	Own	Eat	Own	Day	.	7500
Selden Roadmaster 47	....	165	P 32x6	DP 32x6	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Str	V	D-R	Bos-A	D. B-L	B-L 35	U	4	.....	Cla 720	S	½	Opt	Opt	A	Shu	.....	Ros	Van	Fir	5500
Sterling DW14-64	....	163	S 36x4	S 36x8	Own 6XK	6-3⅜x4½	33.7	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 51	U	4	Spi	Tim 65600	W	F	9.25	49.4	B	Tim 15300	Mat	Ros	Hoo	.....	5625
Stewart 19	3200	165	S 36x4	S 36x8	Lyc TS	6-3⅞x5	36.2	L	PS	Non	G&O	Zen	V	D-R	D-R	D. Ful	Ful	U	4	Spi	Tim	W	F	7.25	43.2	A	Sal	Own	Ros	Cla	Fir	5290
†§Studebaker 75 H.D.	3275	184	B 34x7.50	B34x7.50	Own	6-3⅞x5	36.2	L	PC	Non	Lon	B&B	.	D.R	D-R	D. Lon	Ful	U	4	Spi	Eat	S	½	5 5	26.5	F	Tor	Own	Ros	Bud	Bud	5290
*United 40D	....	124	P 34x7	DP34x7	Her OX	4-4x5	25 6	L	PC	Non	Per	Zen	G	Eis	A-L	D. B-L	B-L 35	A	4	Blo	Wis 6600	R	F	7.75	41.46	A	Shu 510	Det	Ros	Van	Fir	5200
U. S. 30	3375	Opt	S 36x5	S 36x10	Bud DW	6-3⅜x5	33.7	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700SP	W	F	8 5	45.5	B	Shu 5550	.....	Ros	Opt	.....	6300
U. S. 31	3275	156°	S 36x5	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	Pie	Own	Str	V	Spl	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700SP	W	½	8.5	45.5	B	Shu 5550	.....	Lav	Day	.....	6000
Valley	....	Opt..	S 36x6	S 36x10	Her K	4-4¼x5¾	28.9	L	PC	.....	Chi	Str	V	D-R	D-R	D. Ful	Ful Go	U	4	Spi	Wis	R	F	7.75	41.46	A	Shu	Tut	Ros	Opt	Fir	6340
Ward La France 2B	....	Opt	S 36x5	DS36x5	Wau CU	4-4⅜x5¾	30 6	L	PC	Wau	Own	Str	G	Apo	A-L	D. B-L	B-L 51	A	4	Spi	Tim	W	F	7.25	38 8	A	Tim	Mar	Ros	Day	.....	5900
Ward La France 2B6	....	Opt..	P 36x6	DP36x6	Wau 6KL	6-4x4¾	38.4	.	FP	Wau	Own	Zen	V	Bos-R	A-L	D. B-L	B-L 51	A	4	Spi	Tim	W	F	7.25	38 8	B	Shu 5550	Mar	Ros	Van	.....	.....
†White 58	4400	180°	S 36x5‡	DS36x5‡	Own GRBI	4-4¼x5¾	28 9	L	FP	Own	Own	Zen	V	L-N‡	L-N‡	P. Own	Own 2B1	U	4	Spi	Own	R	F	7 6	49.7	B	Own	Own	Own	Own	.....	7250
Witt-Will 8S	3740	168°	S 36x4‡	S 36x10	Con K4	4-4⅛x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 55	U	4	Spl	Tim 65700D	W	F	9.25	40.0	A	Tim 15300	She	Ros	Arc	Non	5700
Witt Will S-L	4750	Opt..	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 55	U	4	Spi	Tim 66600	W	F	Opt	Opt	A	Tim 16600	Mat	Ros	Arc	.....	5850
*Woods 52 W 6	....	160	P 34x7	P 36x8	Bud DW6	6-3⅜x5	33.7	L	PC	Non	Chi	Zen	V	D-R	D-R	D. B-L	B-L 55	A	7	The	Tim	W	F	7.75	.....	A	Shu	Tut	Ros	Van	Fir	6000
3½ Ton																																
Acme 74	..	173	**S 36x5**	**S 36x10**	**Con L4**	**4-4½x5½**	32.4	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful H	A	8	Blo	**Tim 65700**	W	F	8 5	53.55	A	Tim 15300	Det	Ros	Smi	.....	6250
Acme 76	....	179¾	S 36x5	S 36x10	Con 8T	6-4½x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful H	A	8	Blo	Tim 65700	W	F	7.75	48.8	A	Tim 15300	Det	Ros	Smi	.....	6450
American La France Y	4950	Opt	S 36x5	DS36x5	Own 3R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 3R	A	4	Own	Own 5R	W	F	8 8	47.8	B	Own 3R	Mer	...	Day	Non	8600
Autocar H	....	114°	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own J	A	4	Spi	Own J	R	F	8.72	63.6	A	Own J	S.P.	Ros	.....	.....	6000
Biederman	....	180°	S 36x6	S 36x12	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	U	4	Spl	Tim	W	F	9.5	52.0	A	Shu	Mat	Ros	Bet	Non	7000
Clinton 85-6	....	190	P 34x7	DP34x7	Bud BUS	6-4x5⅛	38.4	L	FP	Non	Own	Str	V	Spl	D-R	B-L	B-L 55	A	4	Blo	Tim 65600SP	W	F	7.75	73 6	B	Tim 15302	Row	Ros	Van	Fir	5975
Clydesdale 4	....	177°	S 36x6	DS40x6	Con B5	4-4¾x6	36 0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98.16	A	Tim 16300	Per	Ros	Smi	Non	7500
Clydesdale 4X	....	177°	S 36x5	DS40x5	Con L4	4-4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98.16	A	Tim 16300	Per	Ros	Smi	Non	7300
Defiance B3	....	160	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. Ful	Ful GU12	U	4	Spi	Wis 8817A	R	F	7 24	34.7	A	Tim	Det	Ros	Van	Fir	6500
Diamond T K2	....	170	**S 36x5**	**DS36x5**	**Her L**	**4-4½x5¾**	**32.4**	**L**	**PC**	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 66600D	W	F	10 33	52 4	A	Tim 17300	Mat	Ros	Day	Non	7900
Diamond T K36	....	171½	S 36x5	S 36x10	Her YXC	6-4⅜x4¾	45.9	L	PC	K.P.	G&O	Zen	G	.....	A-L	D. Cov	Cov	A	4	Spi	Tim	W	F	10 3	52 2	A	Tim	Mat	Ros	Day	.....	8300
Dixon	4500	160	**S 36x5**	**S 36x10**	**Her G**	**4-4¾x5¾**	36 1	L	PC	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful	U	4	Spi	Tim 6666	W	F	8.75	45 0	A	Shu 610	S.P.	Ros	.....	.....	6600
Duplex EF	...	130	**S 36x8**	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PS	Non	Lon	Zen	V	Eis	A-L	D. B-L	B-L	U	8	Pet	Own	I		8.00	86 0	A	Own	Tut	Woh	Bim	.....	6500
Federal UL7	....	163	S 36x5	S 36x10	Con I4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65700SP	W	F	8.5	80 75	B	Own	Mat	Gem	Day	.....	6600
Federal 2K6	....	191	P 34x7	DP34x7	Wau 6KS	6-4x4¾	38 4	L	FP	Wau	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65700SP	W	F	6.8	64.12	B	Own	Mat	Gem	Bud	.....	6700
Federal 3B6	....	190	P 34x7	DP34x7	Con 6B	6-3¾x5	33 7	L	PC	Non	Mod	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65700SP	W	F	6 8	64 12	B	Own	Mat	Gem	Bud	Fir	5400
F.W.D.M	5000	124	S 36x8	S 36x10	Own B	6-4¾x5½	36.1	T	PC	Pie	McC	Str	G	Eis	N.E...	O. H-S	Cot DAF	A	3	Own	Own	B	F	8.9	35 6	B	Own	Tut	Ros	Bim	.....	7600
General Motors K-72	4690	160°	S 36x5	S 40x12	Own 89	4-4½x6½	33.4	L	FP	K.P.	McC	Mar	G	Eis	D-R	D. Own	Own	A	7	Own	Tim 66600	W	F	8.75	75.5	A	Tim 16380A	Det	Own	Day	Fir	8235
Grass Premier 55-6	....	164°	P 32x6	P 36x8	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	M.M.	Tim 6566SP	W	F	7.25	.....	E	Shu 5550	Det	Ros	Van	Gdy	4900
Grass Premier 51-4	....	140	P 32x6	P 36x8	Wis X	4-4½x5	32 4	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	M.M.	Eat 41000	R	..	8 00	.....	E	Shu 5430	Det	Ros	Van	Gdv	4800
Harvey WHC	4250	156	S 36x6‡	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	McC	Own	Str	G	Eis	Non	D. B-L	B-L 60	A	8	Spl	Tim 66600	W	F	10 3	84 5	A	Tim 16300	Bea	Ros	Int	.....	8950
Hug 90	....	127½	P 38x7	DP38x7	Bud DW-6	6-3¾x5	33.7	L	PC	Han	You	Zen	V	Eis	D-R	D. B-L	B-L 55	A	7	Blo	Wis 1255K	R	F	8 9	98 15	A	Shu 610	Cha	Ros	Own	Fir	6850
Indiana 136	....	162½	S 36x5	S 36x12	Her L	6-3¾x5	32.4	L	PC	Pie	McC	Str	V	Eis	A-L†	P. B&B	B-L55 Max	A	7	Spl	Tim 65700D	W	F	8.5	80.7	A	Shu 5550	Bea	Ros	.....	.....	7400
Indiana 636	....	168½	S 36x5	S 36x12	Wis H	4-4½x5¾	38.4	H	FP	K-P	McC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spl	Tim 65700D	W	F	7.75	73.6	A	Shu 5550	Bea	Ros	.....	.....	7625
*Int. Harvester 74C	....	154°	S 36x6‡	S 40x12	Own	4-4¼x5	28 9	H	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	C	D	10 6	86.0	B	Own	S.S.	Own	Own	Fir	8715
*Int. Harvester 74	....	160°	S 36x6‡	S 40x12‡	Own	4-4¼x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	R	F	10 45	62.0	B	Own	S.S.	Own	Own	Fir	8175
Kelly Springfield KS35	....	155	S 36x5‡	S 40x12‡	Her L	4-4½x5¾	32.4	L	PC	Han	Mod	Zen	G	Eis	A-L	P. B&B	B-L 55 Max	A	7	Pet	Tim 66600	W	F	10.3	98.14	A	Own	Det	Ros	Smi	.....	8200
King Zeitler 75	....	156°	S 36x6‡	S 40x12‡	Con L4	4-4½x5½	32.4	L	FP	Pha	Chi	Str	G	Eis	A-L‡	D. B-L	B-L 55 Max	A	4	Spi	Tim 66600	W	F	10.3	55.2	A	Tim 16302	Tut	Ros	StM	Fir	7800
Kleiber	4800	170	S 36x5‡	DS36x6‡	Con B5	4-4¾x6	36 0	L	FP	Non	R-T	Str	V	Bos-R	Bos A‡	D. B-L	B-L 60	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 16328	Bet	Ros	.....	.....	.....
Kleiber J C	4150	190	P 36x8	DP36x8	Bud YBU	4-4½x6	32.4	L	PC	Non	Own	Str	G	Bos-R	Bos-R	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 16328	Bet	Ros	.....	.....	.....
Lange F	4650	168°	S 36x6	S 36x12	Con L4	4-4½x6	32.4	L	PC	Non	Own	Str	G	Bos-R	Bos-R	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 16328	Bet	Ros	.....	.....	.....

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Key of abbreviations, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (Inches)	General: Tire Size: Front (Inches)	General: Tire Size: Rear (Inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1½ Ton																															
Acme 90L	....	179⅝	S 36x5	S 40x12	Cont B7.	4-5x6	40.0	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 66600	W	F	8.75	82.08	A	Tim 16300	Det	Ros	Smi	.....	7900
Republic 30	....	170°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Pha	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Han	Van	Fir	6700
Republic 30W	...	170°	S 36x5	S 36x12	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Han	Van	Fir	6700
5 Ton																															
Acme 104	....	180	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 67600	W	F	8.8	82.5	A	Tim 17300	Det	Ros	Smi	.....	8850
Acme 106	....	180	S 36x6	S 40x14	Con 8T	6-4½x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 67600	W	F	8.8	82.5	A	Tim 17300	Det	Ros	Smi	.....	8850
Acorn 100	4800	160	S 36x6	S 40x14	Bud YBU1	4-4½x6	32.4	L	PC	McC	Chi	Zen	G	Bos-R	.....	D. Ful	B-L 60	U	8	Pet	Tim 67700	W	F	Opt	Opt	A	Tim 1632	Tut	Ros	.....	.....	9000
Amer. La France V	5500	Opt	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	Non	9600
*Atterbury 24E	....	174°	S 36x6	DS40x7	Con B7	4-5x6	40 0	L	FP	Pie	Fed	Zen	V	A-L	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Tim	W	F	11.6	110.7	A	Tim	S.P.	Gem	Std	Non	10225
Autocar M	....	120°	S 34x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	9.89	72.1	A	Own Y	....	Ros	.....	Non	7200
Biederman	....	180°	S 36x7	S 36x14	Con 7T	6-4¼x6	43.3	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 60	U	7	Spi	Tim	W	F	11.5	60.6	A	Shu	Mat	Ros	Day	Non	9200
Brockway T	....	175°	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 68700S	W	F	10 0	53.5	B	Tim 17300	Row	Ros	Day	Non	10065
Brockway T-18	....	178°	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700S	W	F	10.0	95.0	B	Tim 17300	Row	Ros	Day	Non	10500
Chicago 50EU7	....	187⅝	S 36x6	S 40x12	Wau EU	4-5x6¼	40.0	L	PC	Wau	Chi	Zen	G	Apo	Non	D. B-L	B-L 60 Max	A	7	Pet	Tim 6760D	W	F	9.1	110.8	A	Tim 17300	Mat	Ros	Smi	Non	8600
Chicago 50 EU4	....	183°	S 36x6	S 40x12	Wau EU	4-5x6¼	40.0	L	PC	Wau	Chi	Zen	G	Apo	Non	D. B-L	B-L 60	A	4	Pet	Tim 6760D	W	F	11.6	62.4	A	Tim 17300	Mat	Ros	Smi	Non	8500
Clinton 120L	....	204	S 36x6	DS36x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Spl	Bos-A	D. B-L	B-L 60	A	4	Blo	Tim 67700	W	F	8.80	47.1	A	Tim 17300	Per	Ros	StM	.....	9550
Clinton 120LM	....	204	S 36x6	DS36x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Spl	Bos-A	D. B-L	B-L 60 Max	A	7	Blo	Tim 67700	W	F	8.80	83.6	A	Tim 17300	Per	Ros	StM	.....	9650
Clydesdale 2	....	176°	S 36x7	DS40x7	Con B7	4-5x6	40.0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110 8	A	Tim 17300	Per	Ros	Smi	Non	9750
Coleman 4	....	144	P 42x9	P 42x9	Bud YBU-I	4-4½x6	32.4	L	FP	.....		R-T	Str	V	D-R	D-R	D. Ful	Ful RU 16	U	8	Spi	Wis 120J-FF	R	F	8.66	140.3	E	Wis 120JFF	Det	Ros	Day	Fir	8750
Coleman 6-O	....	144	P 42x9	P 42x9	Bud BUS	6-4x5½	38.4	L	FP	.....		R-T	Str	V	D-R	D-R	D. Ful	Ful RU16	U	8	Spi	Wis 120JFF	R	F	8.66	140.3	E	Wis 120JFF	Det	Ros	Day	Fir	8750
Coleman 6-OX	....	144	P 42x9	P 42x9	Bud BUS	6-4x5½	38.4	L	FP	.....		R-T	Str	V	D-R	D-R	D. Ful	Ful RU16	U	8	Spi	Wis 120JFF	R	F	8.66	140.3	E	Wis 120JFF	Det	Ros	Day	Gdy	9660
*Corbitt 70	....	178	S 36x6	DS40x6	Con B7	4-5x6	40.0	L	FP	Sim	Per	Zen	V	Eis	L-N‡	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	10.0	95.0	A	Tim 17300	Mat	Ros	Smi	Non	9410
*Day-Elder L	....	170°	S 36x6	DS40x7	Bud BBU	4-5x6½	40.0	L	PC	Pie	Bus	Zen	V	Eis	D-R‡	D. Ful	Ful H	A	4	Spi	Tim 67700D	W	F	10.2	64.6	A	Tim 17300	Bea	Gem	Van	.....	10000
Denby 210	....	170	S 36x6	DS40x6	Con B5	4-4¾x6	36 1	L	PC	.....		Lon	Zen	G	Eis	.....	D. Ful	Ful HU	A	4	U-P	Cla	..	D	12.5	62.7	...	Tim	Det	Ros	Smi	.....	8590
*Diamond T S3	....	180	S 36x6	DS40x6	Bud BBU	4-5x6½	40.0	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 677000D	W	F	* 11.66	59.1	A	Tim 17300	Mat	Ros	Day	Non	.....
Dixon	4800	160	S 36x5	S 36x12	Her G	4-4¾x5¾	36.1	L	PC	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful	A	8	Spi	Tim 6666	W	F	8 75	137 0	A	Shu 610	S.P.	Ros	Day	.....	8100
Douglas	....	210	P 38x9	P 38x9	Bud BA6	6-4⅛x5⅛	40.8	L	PC	Bud	Own	Zen	V	L-N	L-N	D. Ful	Ful HOG	A	8	Blo	Wis 7500	W	F	8.25	45.2	A	Shu 615	Tut	Ros	Van	Fir	10000
Douglas	....	185°	S 36x6	S 40x12	Bud BBU	4-5x6½	40.0	L	PC	Non	Own	Zen	V	Eis	N-E	D. Ful	Ful HU	U	4	Blo	Wis 1450	R	F	9 12	57.5	A	Wis 50	Tut	Ros	Van	.....	9200
†Duplex M 5-7	....	Opt.	P 34x7	DS36x7	Bud GL6	6-4½x6	48.6	L	FP	.....		Str	V	.....	.....	D. B-L	B-L 70		7	.....	.....	W	F	.....	.....	...	Tim	...	Ros	.....	.....	.....
Eagle 106	....	144°	S 36x6	S 36x12	Bud YTU	4-4½x6	32.4	L	PC	.....	Own	Zen	G	Eis	A-L‡	D. B-L	B-L 60	A	7	Pet	Wis 1450	R	F	10.4	115 0	A	Wis 30	Cha	Ros	Sm¹	.....	8600
Garford 100	....	162	S 36x6‡	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G.	Tim 67700D	W	F	10.25	97.38	A	Tim 1632B	Per	Roe	Bet	Nor	9450
General Motors K-102	5320	160°	S 36x6	S 40x14	Own 89	4-4½x6½	32.4	L	FP	K.P.	McC	Mar	V	Eis	D-R	D Own	Own	A	7	Own	Tim 67600	W	F	10.0	86.3	A	Tim 1732	Det	Own	Day	Fir	9245
Gotfredson 100	....	169¼	S 36x6	DS40x8	Bud BBU	4-5x6½	40.0	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	11.6	110.8	B	Tim 17300	Det	Ros	Day	Non	12000
Gotfredson 106	....	173⅜	S 36x7	DS40x8	Bud GL6	6-4½x6	48.6	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	11 6	110.8	B	Tim 17300	Det	Ros	Day	Non	12400
Gramm 60	5370	153°	S 36x6	S36x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	8700
Gramm 60	5650	153°	S 36x6	S36x14	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133 4	B	Wis 30	Mat	Ros	Smi	Non	9700
Gramm-Berns'n 50	....	168°	S 36x6	DS40x6	Con B7	4-5x6	36.1	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	Wis 1010F	W	F	11.75	125.7	B	Shu 610	Per	Ros	Smi	Non	9700
Grass Premier 90	....	160°	S 36x5	DS 36x5	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Chi	Str	V	Eis	A-L	D. B-L	B-L 55	A	7	Spi	Tim	W	F	8.75	75.0	B	.....	Det	Ros	Bim	Gdy	6800
Grass Premier 90-6	....	160°	S 36x5	DS 36x5	Wau 6AB	6-4½x5¾	48.6	L	PC	Wau	Chi	Str	V	Eis	A-L	D. B-L	B-L 55	A	7	Spi	Tim 66700	W	F	8.75	75.0	B	Con 1803	Det	Ros	Bim	Gdy	7200
Guilder K5	....	170	S 36x6	DS40x6	Bud YTU	4-4½x6	32.4	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1600	R	F	9.00	.....	B	Shu 650	Mer	Ros	Van	Opt	8800
Hahn R	....	162°	S 36x6	S 40x12	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos-R	L-N	D. B-L	B-L 60	U	4	Spi	Tim 6760	W	F	10.25	.....	A	Tim 1632B	Mer	Ros	Opt	Opt	8450
Hendrickson V4	5300	....	S 36x7	S 40x14	Wau EU	4-5x6¼	40.0	L	FP	Wau	Chi	Zen	G	Spl	.....	P. B&B	B-L 70	A	7	Pic	Tim 67700D	W	F	.....	.....	A	Tim 17300	....	Ros	.....	.....	9800
Indiana 41	....	172°	S 36x6	S 40x12	Her G	4-4¾x5¾	36.1	L	PC	Pie	Lon	Str	V	Eis	Opt	P. B&B	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	10.0	95.0	B	Shu	Bea	Ros	Smi	.....	9600
*Int. Harvester 104C	....	154°	S 36x6	S 40x14	Own	4-4¼x5	28.9	h	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own	U	..	Own	Own	C	D	10.6	86.0	B	Own	S.S.	Own	Own	Fir	8900
*Int. Harvester 103	....	160	S 36x5‡	S 40x14	Own	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	D-R‡	D. Own	Own 103	U	4	Own	Own 103	I	D	11.0	65.0	B	Own 103	S.S.	Own	Own	Fir	7580
Kelly Springfield KS50	....	160	S 36x6‡	S 40x14	Own	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	A-L	P. B&B	B-L 60 Max	A	7	Pet	Tim 67600	W	F	11.66	110.77	A	Own	Det	Ros	Smi	.....	9860
Kenworth S	5250	178	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	8.75	89.0	B	Tim 17300	Lah	Ros	Smi	.....	9700
Kissel Goliath	....	168	S 36x6	S 40x14	Wau DU	4-4½x6¼	32.4	L	PC	Pie	McC	Str	V	Eis	.....	P. B-L	Ful H	A	..	Spi	She W32	W	½	11.75	73.6	...	She 3FA20	Mat	Ros	Smi	.....	8800
Kleiber	5400	185	S 36x6‡	S 40x14‡	Con B5	4-4¾x6	36 1	L	FP	Non	R-T	Str	V	Bos-R	Non	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.3	54.8	A	Tim 1730	Bet	Ros	Smi	.....	10400
Luedinghaus	....	160°	S 36x6‡	S 40x6‡	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	G	Eis	Opt‡	D. B-L	B-L 60	A	4	Spi	Tim 67600	W	F	11.6	.....	A	Shu	Tut	Ros	Smi	.....	9500
Maccar G1	....	186	S 36x6	DS40x6	Wis RBU	4-5x6	40.0	L	PC	Pie	Own	Str	G	Eis	D-R	Rem	B-L 60	A	4	Spi	Tim 6760D	W	F	10.2	54.8	A	Tim 17300	Row	Ros	Day	.....	8975
Mack AC 5½ to 7	5500	168°	S 36x6	DS40x6	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	*8.31	53.3*	D	Own AC	Mer	Own	.....	.....	.....
Master 64	....	170°	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	Chi	Zen	V	Opt	Non	D. Ful	Ful H	A	10	Spi	Tim 6766	W	F	Opt	Opt	A	Tim	Det	Ros	Smi	Non	.....
Oshkosh F	5180	146	S 36x12‡	S 36x12‡	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Opt	Non	D. Ful	Ful HU	U	4	Blo	Own	B	F	7.90	47.4	B	Own	Tut	Han	Cla	.....	8350
Pierce-Arrow RD	5400	162	S 36x6	DS36x7	Own RD	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spi	Own RD	W	F	7.8	40.4	B	Own RD	S.P	Own	Bet	....	8750
Rehberger D	....	186	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	K-P	Bus	Zen	V	V	Eis	D-R	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	54.8	A	Tim 17300	Del	Ros	Van	.....	10010
Republic 35	....	170°	S 36x6	S 36x14	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Str	G	Bos-A	A-L	D. Ful	Ful	A	8	U-M	Eat	I	D	7 67	95.5	B	Wis	Mat	Han	Van	Fir	7500
Sandow L	....	175	S 36x6	S 40x12	Bud BTU	4-5x6½	40.0	L	FP	Mon	Chi	Str	G	Bos-A	Non	D. B-L	B-L 60	A	4	Spi	Tim 6766	W	½	11 0	46.6	B	Tim 1732B	....	Ros	.....	.....	7800
Schacht Series R	....	168	S 36x6	DB40x7	WauKU	6-4¼x4¾	43.3	L	PC	Han	Own	Zen	G	Bos-A	Non	D. B-L	B-L	A	7	Spi	Own	W	F	14.0	88 2	B	Own	Eat	Ros	Day	.....	9500
Selden Unit 90	....	166	S 36x6	S 40x12	Con B7	4-5x6	40.1	L	FP	Pha	Lon	Str	G	Eis	Bos-A	D. Det	B-L 60-7	A	4	Spi	Tim 6760	W	F	11.6	62.0	A	Tim 1730B	S.P	Ros	Std	.....	9650
Selden 77	....	170	P 36x8	DS36x6	Con 8T	6-4½x5¼	40.8	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 60	A	7	Blo	Tim	W	F	.....	.....	A	Shu	.....	Ros	Van	Fir	8600
Service 103	....	173°	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Non	Own	Str	V	Eis	D-R	P. B&B	B-L 60-7	A	7	Spi	Tim 6760	W	F	10.25	97.3	A	Tim 1732	Bea	Ros	Int	.....	9350
Sterling EW 20-44	....	174	S 36x5	S 40x10	Own DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 66700	W	F	8.75	52.0	A	Tim 16300	Mat	Ros	Hoo	.....	7750
United 100	....	150½	S 36x6	S 40x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A	Shu 610	Det	Ros	Van	.....	8900
§Ward LaFrance 5B	....	Opt	S 36x6	DS40x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Str	G	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spi	Tim Spec.	W	F	7.8	74.0	A	Tim	Mar	Ros	Day	.....	7900
Ward La France 5B6	....	Opt	S 36x6	DS 40x7	Wau 6AL	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spi	Tim Spec.	W	F	7.8	74.0	B	Tim	Mar	Ros	Day	.....	8350

5 Ton—Cont'd

White 52	.....	5100	174°	S 36x6	S 40x12	.....	Or...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

5 Ton—Cont'd																																					
White 52	5100	174°	S 36x6	S 40x12	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V		L-N‡	P. Own	Own GRBA	U	5	Spi	Own	R	F	11.7	92.15	B	Own	Own	Own	Own		9184
White 55	4765	174°	S 36x6‡	DS 40x6	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V		L-N‡	P. Own	Own GRBA	U	4	Spi	Own	R	F	10 11	50.39	B	Own	Own	Own	Own		....
Witt Will AA	5225	172°	S 36x6	DS 40x7	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	D-R	D. B-L	B-L 60	A	7	Spi	Tim 67600	W	F	10.2	53.3	A	Tim 1732B	She	Ros	Non	Day	9350
5½ Ton and Over																																					
Acme 104	....	180	S 36x6	S40x14	Con B7	4-5x6	40.1	L	FP	Pie	Per	Zen	V	A-L	Bos-A	D. Ful	Ful	A	8	Blo	Tim 67600	W	F	10.0	107.0	A	Tim 17300	Det	Ros	Smi	Non	9400
Amer. La France Z6½	5750	Opt	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54 4	B	Own 5R	Mer	.....	Day	.....	9600
Amer. La France U7½	6000	Opt	S 36x7	DS40x8	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.37	63.5	B	Own 5R	Mer	.....	Day	.....	9800
Brockway BT	...	156¼°	S 36x6	DS40x8	Bud BBU	4-5x6½	40 0	L	PC	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 70	A	7	Spi	Tim 68700S	W	F	10.0	95.0	B	Tim 17300	Row	Ros	Day	Non	11060
Chicago 70 EU7	...	189¼°	S 36x6	S 40x14	Wau EU	4-5x6¼	40 0	L	PC	Wau	Chi	Zen	G	Apo	Non	D. B-L	B-L 70 Max	A	7	Pet	Tim 68700D	W	F	11.66	129.8	A	Tim 17300	Mat	Ros	Smi	Non	10000
Clinton 120SM	....	172	S 36x6	DS40x7	Wau EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	V	Spl	D-R	D. B-L	B-L 60 Max	A	7	Blo	Tim 67700	W	F	8 8	83.6	A	Tim 17300	Row	Ros	StM	....	9500
Diamond T-S7 7½	....	171½°	S 36x7	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	G&O	Str	G	.....	A-L	D. B-L	B-L	A	7	Spi	Tim	W	F	11.7	110.0	A	Tim	Mat	Ros	Day	.....	.....
Eagle 107	....	154°	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	.....	Own	Zen	G	Eis	A-L‡	D. B-L	B-L 60	A	7	Pet	Wis 1600	R	F	10 25	.....	A	Wis 30	Cha	Ros	Smi	.....	.....
*Fageol 10-66	8500	220½	S 36x6	DS36x5	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 65700	W	F	6.87	123.4	B	Tim 17300	U.S.	Ros	K-B	Fir	12000
*Fageol 645	5650	172°	S 36x6	DS40x7	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 60	U&A	7	Spi	Tim 68700	W	F	10.33	55.2	A	Tim 17300	U.S.	Ros	K-B	Fir	9750
*Fageol 685	6400	172°	S 36x5	DS40x7	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 68700	W	F	7.81	140.39	A	Tim 17300	U.S.	Ros	K-B	Fir	10400
Federal X8	....	163	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 60	A	7	Pet	Tim 68700 SP	W	F	11.6	110.2	B	Own	Mat	Gem	Day	Non	9100
Garford 150W	....	162	S 36x6	S 40x14	Bud BTU	4-5x6½	40 0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60	A	7	B.G	Tim 68600D	W	F	10.25	97.3	A	Tim 17732B	Per	Ros	Day	Non	10100
Gramm 60	5370	153°	S 36x6	S 36x14	Her G	4-4¾x5¾	36	I	PC	Pie	Own	Zen	V	A-L	A-L	D Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	8700
Gramm 60	5650	153°	S 36x6	S 36x14	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	.....	8700
Guilder L 6-7	....	170	S 36x6	S 40x14	Bud BTU	4-5x6½		L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1600	R	F	9.10	.....	A	Shu 650	Mer	Ros	Van	Van	9600
Hahn N	....	162°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos-R	Del	D. B-L	B-L	U	4	Spi	Tim 6760	W	F	10.25	.....	..	Tim 1732	Mer	Ros	.....	.....	8200
*Hendrickson SSWT	6200	.....	P 38x9	P 38x9	Bud BA6	6-4¼x5½	40.8	L	FP	.....	Chi	Zen	V	Spl	.....	D. B-L	B-L 60	A	..	Blo	Own	W	F	6.25	.....	G	Tim 16302	Eat	Ros	Int	Fir	8450
Hendrickson SW10	6900	.....	S 36x7	S 36x12	Wau EU	4-5x6	40.0	L	FP	Wau	Chi	Zen	G	Spl	.....	D. B-L	B-L 70	A	..	Blo	Own	W	F	9 00	102 6	G	Tim 17300	Tut	Ros	Int	.....	11700
*Hendrickson SW 610	7300	.....	S 36x7	S 36x12	Bud GL6	6-4½x6	48.6	L	FP	.....	Chi	Zen	V	Spl	.....	D. B-L	B-L 70	A	..	Blo	Own	W	F	9 00	102.6	G	Tim 17800	Tut	Ros	Int	.....	13000
Indiana 641-7	....	184°	S 36x6	S 40x12	Wis Z	6-4½x5	48.6	H	FP	K-P	Lon	Str	V	Eis	A-L‡	D. B-L	B-L 70 Max	A	7	Spi	Tim 68700SP	W	F	10.00	95.0	A	Shu 610	Bea	Ros	Day	.....	.....
Kelly-Springfield KS70	....	160	S 36x6	DS40x8	Own	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	A-L	P. B&B	B-L 60 Max	A	7	Pet	Own	C	D	12.9	123.12	..	Own	Det	Ros	Smi	Non	10320
Kenworth 10 ton	5975	181	S 36x7	DS40x8	Wau GU	4-5⅜x6¼	46.2	L	FP	Non	Mod	Str	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700	W	F	10.0	95.0	B	Tim 17300	Lah	Ros	K-B	.....	10000
Mack AC7½	6000	168°	S 36x7	DS40x7	Own AC	4-5x6	40 0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	10.5*	67.1	D	Own AC	Mer	Own	.....	.....	.....
*Moreland HD6 6-7 Ton	...	190	S 36x5	S 36x10	Her YXC	6-4⅜x4¾	45.9	L	FP	Non	Own	Str	V	A-L	A-L	. Own	B-L 55	A	7	Pet	Own	W	F	7.75	73.5	..	Tim 16300	U.S	Ros	K-B	Fir	6300
Moreland SD6-10	6860	216	S 36x6	S 36x8	Con 16T	6-4¼x5¼	43.3	L	FP	Non	Own	Str	V	A-L	A-L	. Own	B-L 60	A	7	Pet	Own	W	F	8 75	83 0	..	Tim 17300	U.S.	Ros	K-B	Fir	9700
Moreland TD6-10	8540	221	S 36x7	S 36x10	Con 15H	6-4½x5¾	48.6	L	FP	Non	Own	Str	V	A-L	A-L	. B-L	B-L 70	A	7	Pet	Own	W	F	9.25	87.5	..	Tim 17300	U.S.	Ros	Sml	Fir	11000
Pierce-Arrow RF7½	5600	168	S 36x6‡	DS40x8	Own RF	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RF	U	4	Spi	Own RF	W	F	10 0	51.9	B	Own RF	S.P	Own	Bet	.....	9540
Saurer 5AD	6000	Opt	S 40x6‡	DS40x7‡	Own 5AD	4-4¼x7⅞	29.3	L	PS	Own	Own	Own	G	Set	Opt	K. Own	Own 5AD	U	4	Own	Own 5 AD	B	F	7.87	50.0	B	Own 5AD	Own	Own	Own	.....	7500
Schacht Series R7½	...	168	S 36x7	DS40x8	Wau KU	6-4¼x4¾	43.3	L	FP	Han	Own	Zen	G	Bos-A	Non	D. B-L	B-L	A	7	Spi	Own	W	F	14.0	88.2	B	Own	Eat	Ros	Day	.....	.....
Standard 5-7	....	165°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Sim	Lon	Str	V	Eis	Bos A‡	D. B-L	B-L 60	A	7	Spi	Tim 68700SP	W	F	6.86	83.6	A	Tim 17300	Det	Ros	Day	Non	8700
Sterling DC25-64-6	....	166	S 36x6	S 40x12	Own 6KU	6-4¼x4¾	43.3	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 55	U	4	Spi	Own	W	F	9.3	50.1	D	Tim 16300	Mat	Ros	Hoo	Gdy	7680
Sterling EW27-44-6	....	174	S 36x6	S 40x14	Own EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 67700	W	F	8	52.3	A	Tim 17300	Mat	Ros	Day	Gdy	9525
Sterling EC29-66A-7½	....	174	S 36x6	S 40x14	Own EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	Own	A	6	Spi	Own	C	D	9.3	56.6	D	Tim 17300	Mat	Ros	Day	Gdy	9750
Sterling EC29-66A-7½	....	182	S 36x6	S 40x14	Own 6AB	6-4½x5¾	48.5	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	Own	A	6	Spi	Own	C	D	10.5	64.0	D	Tim 17300	Mat	Ros	Day	Gdy	10380
United 100	....	151	S 36x6	S 40x14	Her G.	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A	Shu 610	Det	Ros	Van	.....	8900
U. S. T	4500	172°	S 36x6	DS40x6	Bud BTU	4-5x6½	40.0	L	PC	Sim	Own	Str	V	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Tim 68700S	W	½	10.2	54.8	B	Shu 655	....	Lav	Sml	Non	9700
Victor 90	....	164	S 36x7	S 36x14	Her G	4-4¾x5¾	36.1	L	FP	Pie	Per	Zen	V	Eis	.....	D. Cov	Cov SB4	U	4	U-M	Wis 1700	R	F	8 74	49.3	A	Shu 650	Det	Ros	Day	.....	8500
Ward LaFrance 7B	....	Opt	S 36x6	DS40x7	Wau GU	4-5⅜x6¼	46.2	L	PC	Wau	Own	Str	G	Bos-R	A-L‡	D B-L	B-L 60 Max	A	7	Spi	Tim Spec.	W	F	8.8	83.6	A	Tim	Mar	Ros	Day	.....	9500
Ward La France 7B6	....	Opt	S 36x7	DS40x8	Wau 6AL	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spi	Tim Spec.	W	F	8 8	83.6	B	Tim	Mar	Ros	Dav	.....	9575
White 52	5100	174°	S 36x6	S 40x12	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own	U	5	Spi	Own	R	F	11.7	92.1	B	Own	Own	Own	Own	Non	9184
Witt Will AB	5900	172°	S 36x6	S 40x14	Con B5	4-4¾x6	36 1	L	FP	Non	Own	Zen	G	Eis	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700	W	F	10.25	.....	A	Tim 1732B	She	Ros	Day	Non	9500
Gasoline Tractor-Trucks																																					
Acme 24	....	114	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	.....	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	Blo	Col 53006	S	F	5.85	20 9	A	Col 5303	Det	Ros	Sml	Fir	3625
Acme 36	....	116	P 32x6	P 32x6	Con 8R	6-3⅝x4½	27.3	L	FP	.....	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	Blo	Tim 5620	S	F	6.37	26.1	A	Tim 1460	Det	Ros	Sml	Fir	4000
Acme 54	....	115	P 34x5	P 34x8	Con S4	4-4¼x4½	28.9	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 65660D	W	F	8.5	40.8	A	Tim 1526	Det	Ros	Bim	....	5000
Acme 56	....	124½	P 34x5	P 34x8	Con 6B	6-3¾x5	33.7	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 65660D	W	F	7.75	37.2	A	Tim 1526	Det	Ros	Bim	....	5000
Acme 74	....	120	P 36x5	P 36x10	Con L4	4-4½x5½	32 4	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	A	4	Blo	Tim 6570	W	F	8.5	53.5	A	Tim 1544B	Det	Ros	Smi	....	6000
Acme 76	....	128	P 36x5	P 36x10	Con 7T	6-4⅝x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	A	4	Blo	Tim 6570	W	F	7.75	46 7	A	Tim 1544B	Det	Ros	Smi	....	6800
Acme 104	....	129	P 36x6	P 40x14	Con B7	4-5x6	40.0	L	FP	Pie	G&O	Zen	V	Bos-A	A-L	D. Ful	Ful	A	8	Blo	Tim 6760	W	F	10.	107.0	A	Tim 1732	Det	Ros	Smi	....	9200
Amer. La France 5 Ton	3950	131	S 36x5	S 36x10	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.8	B	Own 2R	Mer	.....	Day	Non	6400
Amer. La France 7 Ton	4950	133	S 36x6	DS36x6	Own 3R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 3R	A	4	Own	Own 5R	W	F	8.8	47.8	B	Own 3R	Mer	.....	Day	Non	8400
Amer. La France 10 Ton	5500	133	S 36x6	DS40x6	Own 5R	4-4¾x6	36 1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	Non	9400
Amer. La France 13 Ton	5750	133	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54 4	B	Own 5R	Mer	.....	Day	Non	9500
Amer. La France 15 Ton	6000	133	S 36x7	DS40x8	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B	Own 5R	Mer	.....	Day	.....	9700
Armleder 30	....	115	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	½	8.8	47.8	A	Tim	Mar	Ros	Sml	Fir	4100
Armleder 50	....	116	S 36x4	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A	Tim	Mar	Ros	Sml	Fir	5100
Armleder 70	....	119	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	12.0	64.2	A	Tim	Mar	Ros	Smi	.....	7000
Autocar HT	....	106	S 34x5	S 36x8	Own Y	4-4¾x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own Y	A	4	Spi	Own H	R	F	8.5	51.0	A	Own H	S.P.	Ros	.....	.....	5850
Autocar HST	....	108	S 34x5	S 36x10	Own Y	4-4¾x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own J	A	4	Spi	Own J	R	F	9.89	72 0	A	Own J	S.P.	Ros	.....	.....	6750
Autocar MT	...	110	S 34x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	10.92	79.6	A	Own MY	S.P.	Ros	.....	.....	7400
Diamond T T3T	....	119½	S 36x3½	S 36x5	Her OX	4-4x5	25.6	L	PC	Mer	G&O	Str	V	Apo	Non	D Cov	Cov JUC	U	3	Spi	Tim	W	½	8.75	31.7	A	Tim 1452	Mat	Ros	.....	Non	.....
Diamond T U4T	..	129¼	S 36x4	S 36x8	Her K	4-4¼x5¾	28.9	L	PC	Mer	G&O	Str	V	Apo	.....	D. Cov	Cov RAD4	A	4	Spi	Tim 65600	W	F	9.25	48.1	...	Tim 1544B	Mat	Ros	.....	.....	5940
Diamond T K2T	..	118⅞	S 36x5	DS36x5	Her L	4-4½x5¾	32.4	L	PC	Mer	G&O	Str	V	Apo	Non	D. Cov	Cov SB	A	4	Spi	Tim 65600	W	F	10.33	52.4	A	Tim 1632B	Mat	Ros	.....	Non	.....
Diamond T S2T	....	145	S 36x6	DS40x7	Her G	4-4¾x5½	36.1	L	PC	Pie	G&O	Str	G	Apo	A-L	D.Cov	B-L 60 Max	A	7	Spi	Tim 6760D	W	F	11.6	112.7	A	Tim 17300	Mat	Ros	Day	Non	.....
Federal LD	....	121	S 36x4	DS36x4	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65600SP	W	F	8.50	80.75	B	Own	Mat	Gem	Day	Non	5000
Federal HD	....	125	S 36x5	DS36x5	Con L4	4-4½x5½	32 4	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 66700SP	W	F	9.5	90.75	B	Tim 1632B	Mat	Gem	Day	Non	6700
Garford 50	....	130	S 36x4	S 36x8	Bud EBU-I	4-4¼x5½	28 9	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 55 Max	A	7	Spi	Tim 65600D	W	F	8.5	80.75	A	Tim 15302	Per	Ros	Day	Non	5950
Garford 80	....	132	S 36x5	S 36x12	Bud BTU	4-5x6½	40 0	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G.	Tim 66600	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	Bet	Non	8700
Garford 100	....	132	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K P	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G.	Tim 67700D	W	F	10.25	97.38	A	Tim 1632B	Per	Ros	Bet	Non	9450
General Motors K-10T	....	111¼	S 36x5	S 36x12	G.M.C. 89	4-4½x6½	32.4	L	FP	K P.	MeC	Mar	V	Eis	D-R	D. Own	Own	U	7	Own	Tim 66600	W	F	10.33	81.01	A	Tim 16380	Det	Own	Day	Non	7677
General Motors K-15T	....	111¼	S 36x5	S 36x14	G.M.C. 89	4-4½x6½	32.4	L	FP	K.P	McC	Mar	V	Eis	D-R	D. Own	Own	U	7	Gwn	Tim 67600	W	F	11 65	91 46	A	Tim 16380	Det	Own	Day	Non	8477
Gramm 35-6 ton	4160	153°	S 36x5‡	S 36x10‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 8800	R	F	6.33	115.5	B	Wis 30	Mat	Ros	Smi	Non	7100
Gramm 35-6 ton	4440	153°	S 36x5‡	S 36x10‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 8800	R	F	6.33	115.5	B	Wis 30	Mat	Ros	Smi	Non	7100
Gramm 45-10 ton	4735	153°	S 36x5‡	S 36x12‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1450	R	F	7.08	128.8	B	Wis 30	Mat	Ros	Smi	Non	7600
Gramm 45-10 ton	5020	153°	S 36x5‡	S 36x12‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1450	R	F	7.08	128.8	B	Wis 30	Mat	Ros	Smi	Non	7600
Gramm 60-15 ton	5370	153°	S 36x6	S 36x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	8700
Gramm 60-15 ton	5650	153°	S 36x6	S 36x14	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B	Wis 30	Mat	Ros	Smi	Non	8700

Gasoline Tractor Trucks—Cont'd

*Harvey WTT 6 ton	3500	125	S 36x5	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 55	A	7	Spl	Tim 65700	W	F	10.5	99.75	A	Tim 15300	Bea	Ros	Int	.....	6950
Harvey WHT 10 ton	4250	125	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 60	A	7	Spl	Tim 66600	W	F	10.3	98.15	A	Tim 16300	Bea	Ros	Int	.....	8900
Int. Harvester 43	....	115	S 36x4	S 36x7	Own 43	4-3¾x5	22.5	H	SP	Own	Own	Own	G	Bos-R	Opt	D. Own	Own	U	4	Own	Own 43	I	D	9.00	51.1	B	Own 43	S.S.	Own	Own	.....	4760
*Int. Harvester 63	....	120	S 36x5	S 36x8	Own 63	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	Opt	D. Own	Own	U	4	Own	Own 63	I	D	9.00	53.1	B	Own 63	S.S.	Own	Own	.....	5600
*Int. Harvester 103	....	134	S 36x5	S 40x14	Own 103	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	Opt	D. Own	Own	U	4	Own	Own 103	I	D	11.00	64.9	B	Own 103	S.S.	Own	Own	.....	7435
*Int. Harvester 54C	....	122	S 36x5	S 36x10	Own	4-4¼x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	Opt	D Own	Own	U	4	Own	Own	C	D	8.15	48.0	B	Own	S.S.	Own	Own	.....	6000
*Int. Harvester 74C	....	137	S 36x6	S 36x12	Own	4-4¼x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	Opt	D. Own	Own	U	8	Own	Own	C	D	10.6	86.0	B	Own	S.S.	Own	Own	.....	8315
Mack AB 5-Ton	3400	122½	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	10.5*	51.1*	B	Own AB	Mer	Own	.....	.....	.....
Mack AC 7-Ton	4950	128	S 34x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	9.1	58.0*	D	Own AC	Mer	Own	.....	.....	.....
Mack AC 10-Ton	5500	128	S 34x6	DS36x6	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	9.7	62.2*	D	Own AC	Mer	Own	.....	.....	.....
Mack AC 15-Ton	6000	128	S 34x7	DS36x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	11 5	73.5*	D	Own AC	Mer	Own	.....	.....	.....
Pierce-Arrow XB	3750	140	S 36x5	S 36x5	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XB	A	4	Spi	Own XB	W	½	9.25	50.2	A	Own	S.P	Own	Own	Non	6180
Pierce-Arrow RD	5400	133	S 36x6	S 36x6	Own RD	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spi	Own RD	W	F	7.8	41.5	B	Own	S.P	Own	Own	Non	8650
Pierce-Arrow RF	5600	132	S 36x6	S 36x7	Own RF	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RF	A	4	Spi	Own RF	W	F	10.0	51.9	B	Own	S.P	Own	Own	Non	9340
Saurer	6000	Opt	S 40x6	DS40x7	Own	4-4¾x5½	29.3	L	PS	Own	Own	Own	G	Sel	Opt	K. Own	Own	U	4	Own	Own	B	F	7.87	50.	B	Own	Own	Own	Own	.....	7500
Schacht 5 Ton	...	130	S 34x5	S 34x10	Wau XK	6-3¾x4½	33.7	L	PC	.....	Own	Zen	G	L-N	L-N	D. Ful	Ful	U	4	Spi	Own	R	F	9.42	45.22	A	Own	Eat	Ros	.....	Non	6700
Schacht 7 Ton	....	130	S 36x5	S 36x12	Wau KU	6-4¼x4¾	43.3	L	PC	....	Own	Zen	G	Bos-A	Non	D. B-L	Ful	U	4	Spi	Own	R	F	10.3	65.0	B	Own	Eat	Own	.....	Non	7500
Schacht 13 Ton	....	130	S 36x6	DS40x7	Wau KU	6-4¼x4¾	43 3	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	7	Spl	Own	W	F	14.0	88.2	B	Own	Eat	Ros	.....	Non	10000
Schacht 15 Ton	....	130	S 36x7	DS40x8	Wau KU	6-4¼x4¾	43.3	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	7	Spl	Own	W	F	14.0	88.2	B	Own	Eat	Ros	.....	Non	10600
Service 61	...	127⅜	S 36x4	S 36x10	Bud EBU-I	4-4½x5½	28.9	L	PC	Non	....	Str	V	Eis	D-R	P. B&B	B-L 51	A	4	Spi	Tim 6566	W	F	7.75	41.5	A	Tim 1544B	She	Ros	Int	.....	5785
Service 81	..	131⅞	S 36x5	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Non	.....	Str	V	Eis	D-R	P. B&B	B-L 60	A	4	Spi	Tim 6666	W	F	7.8	41.7	A	Tim 1632B	She	Ros	Int	....	7900
Service 103	....	131⅞	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Non	.....	Str	V	Eis	D-R	P. B&B	B-L 60	A	7	Spl	Tim 6760	W	F	10.25	97 3	A	Tim 1732B	She	Ros	Int	.....	9150
Sterling DW10T-5	..	148	S 36x4	S 36x8	Own CU	4-4⅜x5¾	....	L	PC	Wau	Own	Zen	V	Eis	.....	D. B-L	B-L 51	U	4	Spl	Tim	W	F	7.25	38.8	A	Tim	Mat	Ros	Hoo	.....	4680
Sterling EW15T-7½	..	148	S 36x5	S 40x10	Own DU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spl	Tim	W	F	8.7	51.8	A	Tim	Mat	Ros	Hoo	.....	7775
Sterling EW20T-10	....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spl	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	8675
Sterling EWS24T-12	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spl	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	9175
Sterling EC20T-10	....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52 7	A	Tim	Mat	Ros	Hoo	.....	8100
Sterling ECS24T-12	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52.7	A	Tim	Mat	Ros	Hoo	.....	8400
Sterling EC28T-14	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52.7	A	Tim	Mat	Ros	Hoo	.....	8800
Sterling EC32T-16	....	148	S 36x6	S 40x14	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52.7	A	Tim	Mat	Ros	Day	.....	9825
Sterling EC50T-25	....	148	S 36x7	S 40x14	Own GU	4-5⅜x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	9.8	59.5	A	Tim	Mat	Ros	Day	.....	10250
*Walter FK	6100	Opt...	P 40x8	P 40x8	Own 6	6-4¼x4¾	43.4	L	PC	Own	Own	Zen	V	Eis	D-R	. Own	Own	U	5	Own	Own	R	D	8.50	85.0	E	Own	.....	Ros	Bud	.....	7500
Walter FH	7600	Opt	P 40x8	DP40x8	Own 6	6-4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D-R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E	Own	....	Ros	Bud	.....	9000
*Walter FHR	7600	Opt	S 40x8	DS40x8	Own 6	6-4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D-R	Own	Own,	U	5	Own	Own	R	D	8.50	85.0	E	Own	.....	Ros	Day	.....	10000
*White 52T	4700	129½	S 36x5‡	DS40x5	Own GRR	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 2B	U	4	Spl	Own	R	F	11.7	76 5	B	Own	Own	Own	Own	.....	8126
*White 51A	3800	134	S 36x5‡	S 36x8‡	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 2B	U	4	Spi	Own	S	½	7 14	46 7	B	Own	Own	Own	Own	.....	.....

Motor Bus Chassis Specifications

For Other Chassis Which Are Recommended and Adaptable for Bus Use, See Models Having Sign (§) in the "COMMERCIAL CAR SPECIFICATIONS"

Key of abbreviations, page 48

MAKE AND MODEL	GENERAL					ENGINE				ELECTRICAL SYSTEM				Normal Speed		TRANSMISSION				REAR AXLE			FRONT AXLE		TIRES AND WHEELS				DIMENSIONS (In.)		
		WEIGHT										BATTERY				CLUTCH	GEARSET								TIRES (In.)			OVERALL		
	Seating Capacity	Chassis Only	Chassis with Body	Recommended Body Allowance	Wheelbase	Make and Model	Number of Cylinders, Bore and Stroke	Radiator Make	Carburetor Make	Ignition System Make	Generator and Starter Make	Make	Voltage and Amp. Hr. Cap.	High M. P. H.	Low M. P. H.	Type and Make	Make and Model	Number of Forward Speeds	Universal Make	Make and Model	Final Drive	Brake Location	Make and Model	Steering Gear Make	Front	Rear	Wheels—Make	Turning Radius (Ft.)	Floor Height	Length	Width
A.C.F. 508	30	.....	.....	230		Ha S	6-4¼x5½	.....	Zen	D-R	D-R	.....	12-115	.....	.....	D. B-L	B-L 55	4	Spi	Tim	W	E	Tim	Ros	P 38x7	DP 38x7	Bud	.....	.....	.....	.....
A.C.F. 519 (gas. .elec.)	60	.....	.....	230		Ha S	6-4¼x5½	.....	Zen	D-R	D-R	.....	12-180	.....	.....	.....	.....	.....	Spi	Tim	W	E	Tim	Ros	P 36x8	DP 36x8	Bud	.....	.....	.....	.....
A.C.F. 601	23	.....	.....	198		Ha S	6-3¾x5	.....	Zen	D-R	D-R	.....	12-115	.....	.....	D. B-L	B-L 55	4	Spi	Tim	W	E	Tim	Ros	P 34x7½	DP34x7½	Bud	.....	.....	.....	.....
Acme 116	18	4910	8460	180		Con 6B	6-3¾x5	Per	Zen	Eis	Bos-A	Wil	6-153	40	.....	D. B-L	B-L 51	4	Blo	Wis 67410	R	A	Shu	Ros	P 32x6	DP 32x6	Mot	.....	21¾	259	83¾
Acme 112	22	5110	9280	205		Con 7T	6-4⅛x5¼	Per	Str	Eis	Bos-A	Wil	6-153	45	.....	D B-L	B-L 55	4	Blo	Wis	B	A	Shu	Ros	P 32x6	DP 32x6	Mot	.....	21¾	276	83¾
*Brockway JB	16	3200	4700	1500142		Wis C	4-3¾x5	G&O	Zen	A-L	A-L	Exi	6-153	38	5.0	P B&B	B-L 20	3	Spi	Col 54030	G	E	Co. 3204	Ros	P 32x6	P 32x6	Smi	25	31½	203	67¼
*Brockway EB	20	3975	6350	2500153°		Wis SU	4-4x5	G&O	Zen	L-N	L-N	Exi	12-220	40	7 0	D. B-L	B-L 30	3	Spi	Col 55004	G	E	Col 5403	Ros	P 32x6	P 34x7	Smi	28	28½	243	64
*Brockway EB4	20	4150	6400	2500154°		Wis Y	6-3⅝x5	G&O	Zen	L-N	L-N	Exi	12-220	42	7 0	D. B-L	B-L 30	3	Spi	Col 55004	G	E	Col 5403	Ros	P 32x6	P 34x7	Smi	28	28½	243	64
*Brockway H	26	6450	7975	3000182°		Wis H	6-4x5	G&O	Zen	L-N	L-N	Exi	12-220	30	8.5	D. B-L	B-L 55	4	Spl	Wis 6731	R	A	Shu 5550B	Ros	P 32x6	DP 32x6	Bud	30	26½	256	74
*Brockway SW	24	4820	6450	2500173°		Wis Y	6-3⅜x5	G&O	Zen	L-N	L-N	Exi	12-220	35	...	D. B-L	B-L 35	4	Spl	Wis 4610	R	G	Col 5403	Ros	P 32x6	DP 32x6	Bud	32	28½	263	68
*Brockway JI	32	7680	11000	5000221°		Wis H	6-4x5	G&O	Zen	L-N	L-N	Exi	12-220	32	6.0	D. B-L	B-L 55	4	Spl	Tim 65220	I	B	Shu 610B	Ros	P 34x7	DP34x7	Bud	32	26	344¾	90

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